

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 18, 1909. 1971

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
RAJPUTANA AND AJMER-MERWARA	...	Sirohi State . . . . .	...	...
		Shahpura „ . . . . .	...	...
		Dholpur „ . . . . .	...	...
		Alwar City . . . . .	...	...
		Alwar State	10 (a)	8 (a)
		Beawar . . . . .	...	...
		Karauli State . . . . .	...	...
		Banswara Town . . . . .	...	...
		Banswara State . . . . .	...	...
		Bharatpur State . . . . .	...	...
		Ajmer City . . . . .	...	...
		Ajmer District	31 (a)	20 (a)
		Deoli . . . . .	...	...
		Abu Road . . . . .	...	...
		Ajmer-Merwara District . . . . .	...	...
KASHMIR	...	Jammu District	TOTAL	88 53
		Mirpur „ . . . . .		...
		Kathua „ . . . . .		...
			TOTAL . . . . .	...

(a) Figure for week ending 3rd September 1909.

1972 SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 18, 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BALUCHISTAN	...	Sonmiani . . . . .	... . . . .	... . . . .
		Hirok . . . . .	... . . . .	... . . . .
		Sibi . . . . .	... . . . .	... . . . .
		Fort Sandeman . . . . .	... . . . .	... . . . .
		Ias Bela State . . . . .	... . . . .	... . . . .
		TOTAL . . . . .	... . . . .	... . . . .
		GRAND TOTAL	2,781	2,096

H. A. STUART,
Secretary to the Government of India.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 18, 1909. 1973

Statement of Approximate Gross Earnings of Indian
Railways.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 18, 1909.

RAILWAYS.	RESULTS OF WORKING DURING 2ND-HALF OF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEARS.									
	AVERAGE EARNINGS PER MILE PER WEEK,		Mean mileage worked.		Total earnings for week ending		Earnings per mile open for week.		Total earnings from 1st July to		Increase.		Decrease.		Total earnings from 1st April to		Increase.		Decrease.	
	During official year 1908.		1909.		5th September 1908.		4th September 1909.		5th September 1908.		4th September 1909.		5th September 1908.		4th September 1909.		5th September 1908.		4th September 1909.	
State and Guaranteed Railways.																				
Bengal-Nagpur (including 2' 6" gauge lines)	222	242	2,123	2,350	4,06,846	3,96,000	192	169	39,09,798	37,56,000	...	1,53,798	1,08,24,898	1,17,21,000	8,96,102	...	1,37,000	1,37,000	19,069	
Bengal Extension	281	307	2,21	21	4,991	4,800	233	229	55,880	54,100	...	1,780	1,56,069	1,56,069	19,069
Bombay, Baroda and Central India (incldg. V.-Wadhwan Section 3' 3½" gauge)	679	791	504	504	3,02,181	3,24,000	600	643	26,37,866	30,49,000	4,11,194	...	88,66,240	83,99,95	96,16,000	749,760
Nagpur-Muttra	36	33	139	313	2,125	4,900	15	16	41,213	62,800	21,587	...	62,848	1,01,00,759	1,02,63,000	1,73,000	39,005	1,62,241	...	
Eastern Bengal (incldg. 3' 3½" and 2' 6" gauge lines)	460	405	1,274	1,497	5,70,380	5,84,000	448	390	45,21,848	44,59,000	...	...	...	...	...	...	...	...	20,91,669
East Indian	652	674	2,338	2,338	15,34,328	11,93,000	656	510	1,45,30,637	1,24,16,000	31,14,637	21,14,637	3,52,92,669	3,32,01,000	3,85,72,000	10,59,113	...	...	...
Great Indian Peninsula	493	570	1,606	1,006	5,50,537	5,19,000	343	373	57,82,937	61,14,000	33,1,953	...	1,75,12,887	6,16,003	6,16,003	55,662	...	...	...
Agra-Delhi Chord	214	219	126	126	22,689	29,000	180	230	25,2,933	25,3,000	47	...	6,71,662	6,16,003	6,16,003	28,431	...	...	...
Baran Kotah	10	11	13	41	89	2,000	7	49	1,1,69	17,300	16,131	...	43,68,574	43,68,574	43,68,574	43,68,574	...	4,86,059	4,86,059	
Indian Midland (incldg. Bhopal-Itarsi) (including 3' 3½" gauge lines)	192	214	916	916	1,37,009	1,22,000	150	133	14,35,574	11,90,000	...	...	...	...	...	...	...	...	15,216
Madras and Southern Mahatta (including 3' 3½" gauge lines)	262	219	2,542	2,578	4,27,597	4,39,000	168	170	45,94,405	48,62,000	2,67,595	...	1,25,02,322	1,29,70,000	4,67,478	...	...	...	...
North-Western (including 2' 6" gauge lines)	279	299	3,614	3,070	10,30,814	10,08,000	287	275	95,18,319	1,29,67,000	34,48,671	...	2,39,45,539	3,14,20,000	74,79,462	...	...	...	...
Oudh and Rohilkhand (incldg. C.-Birhwal 3' 3½" link)	208	233	1,298	1,298	2,26,528	2,36,000	175	182	24,62,404	24,95,000	32,596	...	69,40,590	71,97,000	2,56,410	...	...	...	...
Hardwar-Dehra	205	226	32	32	5,566	5,200	174	163	57,235	52,200	5035	5035	1,70,216	1,55,000	1,55,000	...	...	...	...
Assam-Rengal	119	118	771	771	86,65	76,500	105	99	7,55,017	7,75,000	19,983	...	18,57,035	19,29,000	71,965	...	...	...	...
Bezwada-Masulipatam	105	122	49	52	3,999	5,600	82	108	45,390	57,400	12,010	...	1,35,765	1,58,000	22,235	...	...	...	...
Burma	204	241	1,475	1,527	2,91,369	2,48,000	198	162	25,71,243	25,39,000	...	32,243	74,16,770	77,81,000	370,230	...	...	...	...
Jodhpur-Hyderabad (British Section)	107	111	124	124	11,755	13,600	95	110	1,11,360	1,25,000	13,640	...	3,11,055	3,11,055	3,11,055	27,945	...	...	...
Lucknow-Bareilly	133	159	200	200	17,103	18,600	86	93	2,16,746	2,04,000	...	12,746	6,58,046	6,97,000	38,954	...	...	...	...
Mysore	146	145	401	401	58,247	39,700	145	99	5,32,261	4,24,000	5,4087	5,4087	1,03,261	13,29,311	10,79,060	24,306	4,436	...	...
Palampur-Deesa	40	52	17	17	371	600	23	35	4,087	5,4087	1,313	...	19,864	19,864	24,306	4,436	...	...	...
Rajputana-Malwa (including Godhra-Ratlam-Nagda 5' 6" gauge)	223	245	1,914	1,913	3,26,636	3,21,000	171	168	34,71,893	35,21,000	49,107	...	1,01,61,215	1,04,18,000	2,56,785	...	...	...	...
South Indian (including 5' 6" and 2' 6" gauge lines)	286	292	1,375	1,396	3,69,459	3,58,000	256	269	34,15,648	36,74,000	2,58,332	...	88,67,199	93,39,000	47,1,804	...	...	...	...
Tanjore Dist. Board	122	130	103	103	12,595	12,100	118	115	1,21,387	1,21,000	1,07,000	...	3,26,307	3,05,000	21,307	...	...	...	...
Travancore Branch	118	117	108	108	12,553	10,500	116	97	1,12,323	10,88,000	1,77,422	...	5,323	2,87,334	2,68,000	19,334	...	...	...
Tirhoot State	180	200	774	775	1,08,549	95,000	140	123	12,05,422	10,88,000	...	...	...	...	...	...	...	...	...
Total.		63	60	30	30	1,763	1,900	59	63	17,822	15,800	...	2,022	40,460	40,300	...	...	...	160
		302	322	23,887	24,707	65,22,744	61,48,000	273	249	6,2,44,887	6,44,04,000	19,59,113	...	16,65,12,696	17,57,26,220	92,13,504

160
Total
160
160

An Order of the Railways.									
Amritsar-Patti	28	128	114	114	4,588	3,308	164	118	50,014
Bhopal-Ujjain	28	127	134	114	10,806	9,700	95	85	1,19,664
Bina-Goona-Baran	30	43	148	148	2,994	4,900	20	33	36,915
Delhi-Ummalla-Kalka	242	251	162	162	31,095	32,300	210	199	3,38,794
Jammu-Kashmir (Native State Section)	98	103	16	16	1,221	1,000	76	63	12,297
Kolar-Gold-fields	417	379	10	10	3,528	2,200	353	220	32,821
Ludhiana-Dhuri-Jakhal	150	152	79	79	10,947	9,000	138	114	1,09,222
Nagda-Ujjain	104	126	34	34	2,420	1,700	71	50	27,558
Nizam's Guaranteed State	241	263	334	334	56,946	65,900	172	197	6,29,000
Petlad-Cambay	111	132	34	34	2,898	3,800	85	112	30,853
Rajput-Bhatinda	197	218	107	107	18,535	17,900	173	167	2,00,131
Southern Punjab.	148	155	425	425	55,591	59,000	131	119	5,75,000
" Ludhiana " extension	93	97	155	155	12,657	11,560	82	76	1,47,764
Tapti Valley	107	134	155	155	10,601	7,200	68	46	69,000
Tarkessur	262	305	22	22	5,412	5,800	246	250	55,493
Ahmedabad-Dholka	59	71	34	34	1,710	1,600	50	47	17,541
Ahmedabad-Parantij	86	104	55	55	3,944	4,200	72	76	37,635
Bengal and North-Western	137	157	1,017	1,092	96,840	99,000	95	91	11,59,636
Bengal Dooars	146	133	153	153	28,762	25,900	188	169	1,97,409
Bhavnagar-Gondal-Junagadh-Porbandar	101	122	459	459	40,775	41,100	89	90	3,81,182
Dibrugarh-Sadiya	259	250	78	78	20,897	21,600	268	277	1,92,754
Gaekwar's Mehsana (including Vapiapur-Kalol-Kadi)	67	106	134	178	7,415	9,400	55	53	77,234
Hyderabad-Godavari Valley	126	156	392	392	35,500	35,294	93	91	3,96,341
Jalpur.	28	31	73	73	1,295	1,490	18	19	16,747
Jodhpur-Bikaner.	63	72	709	713	25,418	39,500	36	55	37,647
Kolhapur	123	146	29	29	2,490	4,000	86	138	32,344
Mirpur Khas-Jhudo (b)	"	"	"	"	50	1,000	20	20	10,156
Morvi (including Vankamer-Morvi 2' 6" gauge)	93	102	93	93	9,387	7,000	101	75	7,500
Mymensingh-Jamalpur-Jagannathganj	160	157	54	54	7,814	7,200	145	133	60,578
Rohilkund and Kumaon	98	115	214	214	17,556	21,200	82	99	2,04,905
Sangli	108	138	5	5	683	700	137	140	5,641
Shoranur-Kochin	127	136	65	65	7,798	9,200	120	142	65,342
Udaipur-Chitor.	56	71	67	67	3,590	2,600	54	39	28,692
Barsi	93	106	78	78	4,940	9,000	63	115	75,996
Cooch-Bihar	111	113	34	34	3,971	2,860	90	82	73,428
Gaekwar's Dabhoi	71	96	94	94	6,138	7,300	58	52,534	62,800
Rajpipla	33	42	37	37	1,244	1,400	34	38	10,390
Darjeeling-Himalayan	360	363	51	51	15,287	20,000	310	392	1,45,442
Total	125	140	5,748	5,921	5,77,127	5,99,400	100	101	61,01,448
GRAND TOTAL	268	287	29,635	30,628	70,99,871	67,47,400	240	220	6,85,46,335

(a) From 1st July 1909.

(b) Opened from 2nd May 1909.

Simla, the 16th September 1909.

C. F. ANDERSON, Captain, R.E.,
for Secretary, Railway Board,

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRINTING OFFICE, Simla.



SUPPLEMENT TO
The Gazette of India.

No. 39.} CALCUTTA, SATURDAY, SEPTEMBER 25, 1909.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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**WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF
AUGUST 1909 OF:**

RICE
WHEAT AND FLOUR
BARLEY
JAWAR
BAJRA
RAGI
KANGNI
MAIZE

GRAM AND PULSE
OATS
LINSEED
MUSTARD AND RAPESEED
SESAMUM (*Til* or *jintili*)
GHI
SUGAR, RAW (*Gur*)
SALT

TOBACCO
TURMERIC
GRASS AND STRAW
JAWAR STALKS
BHUSA
BRAN
SHREEP AND BULLOCKS
KEROSENE OIL

GOVERNMENT OF INDIA
DEPARTMENT OF COMMERCE AND INDUSTRY

WHOLESALE PRICES FOR THE SECOND HALF OF AUGUST

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR		BAJRA	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Assam—														
Mergui . . .	..	..	42.38	47.41	..	..	..	..	..	..	..	..	..	..
Pavoy . . .	..	..	29.22	34.59	..	..	..	..	..	..	..	..	..	..
Moulmein and Amberst . . .	..	..	39.02	41.03	55.65	55.65	..	..	..	..	..	..	..	..
Ru (delta) —														
Tangoon . . .	..	..	34.04	32.99	42.38	57.14	..	..	..	..	..	..	35.16	..
Manbin . . .	..	..	32.99	45.07	..	..	..	..	..	..	..	..	..	..
Bassein . . .	..	..	39.75	47.06	..	..	..	..	..	..	..	..	..	..
Yu (inland) —														
Denzada . . .	..	..	32.90	44.14	..	..	..	..	..	..	..	..	..	..
Fourgoon . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Upper Burma —														
Mandalay . . .	..	..	39.51	45.07	36.36	55.65	..	..	..	..	..	..	..	..
Pakokku . . .	..	..	36.57	45.07	..	..	..	..	..	..	..	..	..	..
Sagan —														
Akyab . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal and Assam —														
Eastern —														
Chittagong . . .	..	..	40	45	..	..	..	..	..	..	..	..	..	..
Dacca . . .	..	..	45	50	47.5	50	..	..	..	25	..	..	..	..
Central —														
Pabna . . .	..	..	42.5	45.62	..	..	..	..	..	..	..	..	..	..
Northern —														
Rangpur . . .	..	..	55	65	50	45	..	..	..	..	..	..	..	..
Champapura —														
Gaolpura . . .	22.5	30	42.5	55	..	..	..	..	..	..	..	..	..	..
Gauhati . . .	{ 23.75 25	{ 28.75 to 25	45	43.12	..	..	..	..	..	..	..	..	..	..
Malabar —														
Kozhikode —														
Hidnagar . . .	..	..	38.75	59.75	..	..	..	..	..	..	..	..	..	..
Calcutta . . .	..	..	61.25	46.25	51.25	..	..	..	27.5	37.5	..	..	..	..
Central —														
Jardwan . . .	..	..	46.25	58.12	..	..	..	..	..	..	..	..	..	..
issa —														
Uttack . . .	..	..	33.85	53.12	43.75	50.78	..	..	..	..	..	..	..	..
Sár, south —														
Patna . . .	..	..	42.5	58.75	38.44	47.5	..	..	22.5	32.5	..	..	..	..
Sár, north —														
Bhagalpur . . .	..	..	52.5	60.62	43.75	48.12	..	..	31.25	37.5	..	..	..	..
Muzaffarpur . . .	..	..	66.56	66.56	44.37	50	..	..	25	36.25	..	..	..	..
United Provinces —														
GRB —														
Eastern —														
Benares . . .	31.93	33.33	45.83	54.27	37.71	45.83	44.43	54.27	25.31	32.6	..	..	28.23	..
Central —														
Dawnapore . . .	25	36.25	40.99	50	40	43.23	43.23	43.49	24.58	27.55	27.08	35.52	26.67	..
Hánsi . . .	..	..	48.44	66.72	42.19	47.03	..	..	25	32.66	28.56	39.06	29.69	..
Deorat . . .	..	..	50	57.19	36.56	41.72	42.19	48.44	25	28.28	25.78	30.78	25.78	..
Agra . . .	50	50	57.13	80	44.43	45.73	53.33	55.36	26.67	29.63	27.34	38.07	27.34	..
Montane, west —														
Hajhabánpur . . .	20	..	..	..	40	43.28	..	..	23.54	29.69	30	..	30	..
UDH —														
Eastern —														
Alkhow . . .	..	..	38.59	43.23	53.23	42.08	44.53	50	53.33	24.22	31.98	30.73	36.25	26.67
Thorn —														
Hyderabad . . .	22.19	30	48.12	72.5	40	45.31	..	..	23.75	32.03	..	..	..	..

* The figures under " Rice, husked " represent the prices of common rice.

The figures state prices in rupees per ten maunds)

WHOLESALE PRICES FOR THE SECOND HALF OF AUGUST—*continued*

DISTRICTS	SESAMUM (Til or jinjili)		GHI		SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Burma—														
Tenasserim—														
Mergui . . .	...	...	561.82		...	...	14.16	21.92	...	...	...	...	...	...
Tavoy . . .	...	...	533.33		...	...	20.51	20.51	...	...	...	...	...	...
Moulmein and Amherst . . .	...	...	400		...	...	18.77	18.77	...	...	...	...	...	...
Pegu (delta) . . .			492.31		...	...	16.8	18.6	...	...	...	...	...	...
Rangoon . . .	...	...	492.31		...	...	17.73	22.54	...	...	...	...	...	...
Maubin . . .	...	...	492.31		...	...	22.61	22.61	...	...	...	...	...	...
Bassein . . .	...	...										
Pegu (inland) . . .														
Nenzada . . .	...	...	304.76		...	...	27.83	28.19	...	...	...	...	...	...
Toungoo . . .	...	...	492.31		...	...	22.61	24.62	...	...	...	...	...	...
Upper Burma—														
Mandalay . . .	...	...	492.31		...	...	21.33	25	...	...	...	...	...	...
Fakokku . . .	...	...	533.33		...	...	22.54	22.61	...	...	...	...	...	...
Arakan—														
Akyab . . .	...	...	457.14		...	...	27.59	28.57	...	...	...	...	...	...
Eastern Bengal and Assam—														
Eastern—														
Chittagong . . .	...	...	420	410	50	55	15.62	16.87	70	50	...	...	...	...
Dacca . . .	...	...	400	420	75	65	18.12	20	180	100	...	...	...	...
Central—														
Pabna . . .	...	...	500	650	53.75	45	18.75	20	132.5	115	...	...	...	...
Northern—														
Rangpur . . .	...	...	400	455	62.5	60	20	22.5	100	80	...	...	...	375
Brahmaputra—														
Goalpara . . .	...	...	...	...	65	65	...	...	...	...	...	...	...	...
Gauhati . . .	...	...	...	...	65	60	...	...	...	...	...	...	...	...
Bengal—														
Deltaic—														
Midnapur . . .	...	...	430	{ 370 to 400 }	82.5	70	17.5	17.5	{ 140 and 155 140 }	{ 125 and 82.5 }	...	...	...	...
Calcutta . . .	45	65	420	430	65	57.5	15	19.37	82.5	...	...	...	...	15
Central—														
Bardwan . . .	...	...	380	400	80	61.87	16.25	17.5	...	...	...	...	...	...
Orissa—														
Cuttack . . .	65	65	457.19	475.62	57.13	52.34	14.37	14.37	62.5	62.5	...	...	...	5
Bihar, south—														
Patna . . .	52.5	70	{ 350 to 380 }	{ 360 to 380 }	60	60	20	20	{ 50 to 60 }	{ 20 to 40 }	...	...	...	...
Bihār, north—														
Bhagalpur . . .	...	...	400	430	61.87	45	18.12	19.06	180	100	...	...	...	...
Muzaffarpur . . .	...	...	400	355.62	57.19	50	20	20	160	160	...	...	...	...
United Provinces—														
(a) AGRA—														
Eastern—														
Banaras . . .	54.27	73.33	366.67	411.67	56.41	55.88	23.65	...	...	...	...	...	...	...
Central—														
Cawnpore . . .	59.01	80	356.67	355.52	53.33	57.13	17.76	...	80	80	95	95	...	...
Jhansi . . .	55	...	320	320	72.66	66.56	20	...	...	...	80	...	...	...
Western—														
Meerut . . .	...	...	400	320	57.19	...	17.34	...	...	...	...	...	...	...
Agra . . .	...	...	355.57	312.19	61.51	64.01	17.76	...	130	130	90	102.5	...	297
Submontane, west—														
Shahjahanpur . . .	...	...	370	350	...	...	20	...	...	...	{ 90 and 100 }	{ 90 and 100 }	...	...
(b) OUDH—														
Southern—														
Lucknow . . .	...	...	365	360	50	55	20	...	...	...	95	85	219	...
Northern—														
Fyzabad . . .	...	...	247.5	290	48.44	45	20.94	...	...	...	...	...	...	...

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909.

1981

(The figures state prices in rupees per ten maunds)

WHOLESALE PRICES FOR THE SECOND HALF OF AUGUST—*continued*

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR		BAJRA	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Rajputana—														
Eastern—Ajmer	30·78	30·78	...	...	40	46·61	...	...	24·84	29·48	29·06	33·85	29·48	34·84
Panjab—														
Southern—Ferozpur	25	...	47·5	66·72	35·62	37·81	44·37	43·75	22·19	30·78	25	...	24·37	...
Central—Lahore	44·43	38·07	59·27	68·85	41·56	36·35	43·28	42·08	22·6	27·6	23·54	26·67	29·9	38·07
South-eastern—Delhi	23·54	36·35	42·08	48·44	40	43·23	47·08	47·08	25·78	29·63	24·22	28·59	26·67	33·33
Submontane—Amritsar	28·59	30·78	53·33	59·22	35·47	36·87	39·01	43·23	...	...	21·04	...	...	...
Northern—Rawalpindi	25	38·75	66·67	90	37·19	40	43·23	50	24·27	29·06	26·67	36·35	28·54	36·35
Western—Lyallpur Multan	...	30·78	62·5	...	35	42·03	38·12	40·62	...	23·75	...	26·25	...	27·5
N.W. Frontier Province—														
Peshawar Dera Ismael Khan	25·62	...	58·7	67·97	...	37·55	...	42·34	...	20·68	...	30·78	...	28·54
Sind and Baluchistan—														
Karachi Shikarpur	...	...	...	...	48·75	52·5	42·5	46·25	...	...	26·25	...	31·25	30·31
Quetta	...	...	...	...	...	64·37	37·81	41·25	...	26·41	29·37	27·5	27·97	27·5
Bombay—														
Deccan and Karnatak—														
Dharwar Sholapur Poona	...	...	...	...	...	49·22	50·16	...	...	...	...	28·49	29·74	...
Khanda and N.E. Dessoan—														
Ahmadnagar Dhulia	...	...	...	...	...	47·29	...	...	...	...	...	21·61	29·84	...
Gujarat—														
Surat Ahmadabad	43·23	46·25	60	...	...	54·79	41·46	...	...	23·75	29·37	35·31	39·63	30·85
Central Provinces—														
Western—Nagpur	...	...	37·5	42·25	41	47	57·12	61·5	...	...	31·37	33·62	...	...
Central—Jubbulpore	...	...	40	47	40	48·5	47	57·12	...	...	...	...	...	...
Eastern—Raipur	...	...	35	42·5	41	45	50	52	...	...	...	...	...	...
Berar—														
Akola Amravati	...	...	42	53	40·62	49·62	52·12	52	55	...	...	26	27	...
Madras—												31·37	38·62	...
South, central—Coimbatore Salem	...	...	...	...	...	...	...	...	...	...	35·1	30·8	36·5	34·2
Central—Bellary Cuddapah Kurnul	34·1	42·3	...	...	...	...	...	...	...	...	28·4	36·5	...	...
East Coast, central—Nellore	...	...	...	...	...	...	...	...	...	...	34·8	34·8	33·3	36·2
East Coast, south—Madras Tanjore Trichinopoly	30·1	35·8	54·8	56·4	...	...	...	...	...	...	...	...	...	...
Southern—Madura	35·1	35·5	50·8	58·8	...	...	...	...	...	...	31·9	28·2	37·6	30
Mysore—														
Mysore Bangalore	27·75	29·04	47	51·2	61·53	48·98	71·98	64·27	...	...	33·25	25·47	...	...

* The figures under "Rice, husked" represent the prices of cleaned rice.

(The figures state prices in rupees per ten maunds)

RAGI		MAIZE		GRAM		ARHAR DAL		OATS		LINSEED		MUSTARD AND RAPESEED		DISTRICTS
1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	
...	...	31.35	33.85	27.08	40	...	...	61.56	...	72.66	72.66	...	...	Rajputana—
...	...	27.5	...	25	36.41	...	...	...	...	...	...	50	...	Eastern— Ajmer
...	...	33.38	32.08	25.99	35.52	47.03	57.13	42.08	...	53.33	55.16	47.76	59.27	Panjab—
...	...	25.78	36.78	28.59	38.12	53.33	66.67	55.16	...	72.71	72.71	48.49	64.01	Southern— Ferozpur
...	25	36.35	...	...	...	...	...	...	55	...	Central— Lahore
...	...	29.63	33.33	29.01	42.24	47.03	65	...	...	47.03	50	42.08	61.56	South-eastern— Delhi
...	...	28.75	...	24.37	39.06	...	...	...	...	...	...	47.5	66.72	Submontane— Amritsar
...	...	29.53	...	29.37	...	38.54	...	...	...	49.17	...	40	...	N.W. Frontier Province—
...	...	26.15	...	29.32	...	60.94	...	...	...	42.19	...	...	...	Peshawar Dera Ismael Khan
...	33.75	41.51	44.69	62.5	...	...	...	...	...	...	Sind and Baluchistan—
...	31.25	40	45.62	62.5	...	...	...	...	32.03	...	Karachi Shikarpur
...	...	50	32.5	...	...	62.5	67.5	58.75	...	...	...	...	...	Quetta
...	50.47	55.21	...	...	...	...	...	...	...	Bombay—
...	33.7	44.43	...	...	...	...	55	55.68	...	...	Deccan and Karnatak— Dharwar Sholapur Poona
...	60	...	...	...	...	...	Khandesh and N.E. Deccan— Ahmadnagar Dhulia
...	24.17	49.01	43.12	63.44	...	...	...	...	...	...	Gujarat— Surat Ahmedabad
...	32.62	46.25	42.87	53	...	...	62	62	...	...	Central Provinces— Western— Nagpur
...	29.12	42.12	47	57.12	50	...	51.62	51.62	50	...	Central— Jubbulpore
...	30	42	42	52	...	...	...	...	...	...	Eastern— Raipur
...	34.12	47.12	46	58.25	...	...	61.5	75.5	...	...	Berar—
...	32.5	48.75	36.87	52.37	...	...	...	...	...	...	Akola Amrāoti
...	56.8	58.1	44.4	35.6	...	...	...	...	...	...	Madras—
30.7	30.6	...	...	...	...	...	...	...	...	...	...	...	...	South, central— Coimbatore Salem
...	46	46	35.3	35.3	...	...	...	...	...	...	Central— Bellary Cuddapah Karnal
29.8	29.8	...	...	...	...	37.3	37.3	...	...	...	...	...	...	East Coast, central— Nellore
...	43.4	49.6	...	...	58.4	...	...	...	...	...	East Coast, south— Madras Tanjore Trichinopoly
28.8	28.8	...	...	...	...	...	...	61.8	...	...	...	...	...	Southern— Madura
34.25	25.47	...	...	38.56	22.29	61.73	62.69	68.12	...	...	...	...	...	Mysore— Mysore Bangalore
36	29.5	...	...	52	29	68	66.5	...	...	...	...	...	...

WHOLESALE PRICES FOR THE SECOND HALF OF AUGUST—concluded

DISTRICTS	SESAMUM (Til or Jinjili)		GHI		SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Rajputana— Eastern— Ajmer . . .	66·67	83·91	396·25	320	56·09	65·99	...	...	...	...	...	...	5	7·66
Punjab— Southern— Ferozpur . . .	...	...	400	355·62	61·25	50	16·67	...	83·75	100	94·06	...	10	6·72
Central— Lahore . . .	61·56	76·15	400	355·57	53·33	57·13	15·68	...	85·91	80	106·67	133·23	12·5	8·91
South-eastern— Delhi . . .	64·01	88·91	441·35	387·81	57·13	47·08	17·4	...	80	94·11	88·85	88·91	...	...
Submontane— Amritsar . . .	62·5	...	420	360	64·01	...	14·06	...	...	...	91·25	...	...	...
Northern— Rawalpindi . . .	88·91	84·06	426·67	376·46	50	50	15·36	...	...	...	100	133·33	10	...
Western— Lyallpur Multan . . .	61·87	91·25	380	383·75	...	53·75	...	15 16·56	...	80 108·75	...	90 100	...	...
N.W. Frontier Province—														
Peshawar Dera Ismael Khan . . .	58·7 66·61	...	382·08 441·41	...	61·56 47·03	...	15·21 14·22	...	...	...	106·67 110·31	...	3·85	...
Sind and Baluchistan— Karachi Shikarpur . . .	76·25	...	400	377·5	87·5	90·16	...	...	...	...	...	...	...	...
Quetta . . .	...	...	{ 390 to 440 } 405 to 455	...	...	...	...	...	...	...	...	...	...	...
Bombay— Deccan and Karnataka— Dharwar . . .	...	...	...	...	81·51	67·97	...	...	...	...	...	...	...	...
Sholapur . . .	...	...	491·3	403·49	...	72·81	...	...	136·82	119·32	...	...	...	...
Poona . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan— Ahmadnagar . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat— Surat . . .	77·81	416·15	390	380	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces— Western— Nagpur . . .	75·25	86·62	466·62	466·62	...	...	21·62	21·62	91·62	91·62	120	120	...	...
Central— Jubbulpore . . .	57·12	166·62	350	370	...	...	22·25	22·12	88·87	100	84·25	100	10	10
Eastern— Raipur . . .	...	...	360	370	...	...	20	20	220	150	75	76	...	...
Berar— Akola . . .	...	...	414·25	435·62	...	...	17·75	19	85·75	80·87	88·12	88	...	...
Amravati . . .	57·62	91	380	400	...	...	18	20	145	122	...	130	10	5
Madras— South, central— Coimbatore . . .	72·4	82·8	487·9	487·9	64·1	52·8	22·4	...	171·3	128·5	52·8	64·1	...	...
Salem . . .	...	...	410·9	385·3	...	...	...	...	...	...	51·5	62·5	...	...
Central— Bellary . . .	66·2	92·8	476·1	412·7	59·6	47·7	...	...	...	...	...	...	...	...
Cuddapah . . .	...	...	394·8	394·8	...	...	...	...	74·1	74·1	49	52·7	...	...
Karnal . . .	...	...	...	...	...	...	...	...	...	...	45·2	49·4	...	...
East Coast, central— Nellore . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . .	59·4	80·3	460·8	428	62·6	55·9	12·8	...	82·3	82·3	41·1	60·9	...	...
Tanjore . . .	...	...	400	...	...	...	...	...	124·3	102·8	...	...	...	...
Trichinopoly . . .	...	...	500·2	...	...	...	17·6	...	...	...	...	...	...	...
Southern— Madura . . .	75	72·5	416·2	...	...	...	...	...	106·8	106·8	...	...	...	...
Mysore— Mysore . . .	61·12	63·77	471·41	428·59	98·75	68·54	...	...	205·68*	205·68*	102·86	120	11·25	13·12
Bangalore . . .	62	76	445·68	462·81	68·54	60	...	...	205·68*	171·41*	137·13	120	4·43	3·65

*Includes octroi duty amounting to Rs. 103 per 10 maunds

(The figures state prices in rupees per ten maunds)

STRAW		JAWAR STALKS		BHUSA		BRAN		SHEEP, PER SCORE		PLOUGH BULLOCKS, PER PAIB		KEROSENE OIL, PER TIN		DISTRICTS
1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	
401	5.31	4.53	6.87	...	...	38.12	...	125	125	85	85	2.19	...	Rajputana— Eastern— Ajmer
...	10	...	...	6.25	...	33.44	...	85	60	90	90	2.37	...	Panjab— Southern— Ferozpur
...	11.98	...	...	13.28	...	33.33	...	180	180	200	200	2.41	...	Central— Lahore
...	11.41	...	13.33	10	...	30.78	...	80	80	140	150	1.56	...	South-eastern— Delhi
...	8.91	...	...	8.91	...	23.12	...	100	...	...	...	2.41	...	Submontane— Amritsar
...	10	...	20	8.33	...	28.54	...	90	90	70	70	2.31	...	Northern— Rawalpindi
...	3.75	...	5	...	...	25.62	...	100	...	140	...	2.44	...	Western— Lyallpur
...	...	...	...	...	...	...	...	...	...	...	...	2.45	...	Multan
...	...	...	6.77	...	21.98	...	{ 60 to 100 } 120	...	{ 60 to 200 } 120	...	2.69	...	N.W. Frontier Province— Peshawar	
...	...	...	7.97	...	30.21	...	...	...	...	...	2.72	...	Dera Ismael Khan	
...	...	...	...	...	23.75	...	152.5	155	...	160	2.03 2.31	...	Sind and Baluchistan— Karachi Shikarpur	
...	...	...	5	...	...	...	...	...	...	...	...	3.25	...	Quetta
...	...	...	6.09	7.19	36.87	...	{ 120 to 220 } 220	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...	...	...	2.08 2 2.18	...	Khandesh at N.E Deccan— Ahmadnagar Dhulia
...	...	...	...	...	35.68	...	...	...	...	...	...	1.98 2.12	...	Gujarat— Surat Ahmedabad
...	...	...	...	...	25	...	...	...	...	...	...	2.25 2.28	...	Central Provinces— Western— Nagpur
...	...	...	...	...	...	...	60	50	90	100	...	...	...	Central— Jubbulpore
...	...	...	...	...	35	...	50	55	65	70	1.87	...	Eastern— Raipur	
...	...	...	...	...	40	...	...	...	35	35	1.75	...	...
...	...	5	...	...	...	...	60	52	59	60	2.12	...	Berar— Akola Amravati	
78	6.4	6.3	3.2	...	...	...	...	80†	75†	50	...	2.25	...	Madras— South, central— Coimbatore Salem
...	...	5.2	10.3	...	...	...	...	80†	80†	100	100	2.06	...	Central— Bellary Cuddapah
...	...	...	...	...	...	...	...	...	...	...	...	1.96 2.18	...	Kurnul
86	3.6	3.6	...	...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore
...	...	...	7.2	...	32.8	...	70†	61.25†	...	...	...	1.76	...	East Coast, south— Madras
...	...	...	...	...	...	...	...	130†	90†	...	...	1.92	...	Tanjore
...	...	...	...	...	44	...	...	...	...	...	...	2.09	...	Trichinopoly
54	5.4	...	...	12.5	...	16.9	...	...	...	40	40	1.5	...	Southern— Madura
10	9.87	8.75	6.61	...	...	...	...	80	80	100	100	2.5	...	Mysore— Mysore
734	7.34	...	...	...	...	38.12	...	160	160	{ 120 to 150 } 150	...	2.03	...	Bangalore

† Sheep or goats

FREDERICK NOËL-PATON,
Director-General of Commercial Intelligence
B. ROBERTSON,
Secretary to the Government of India

GOVERNMENT OF INDIA
DEPARTMENT OF COMMERCE AND INDUSTRY

RETAIL PRICES FOR THE SECOND HALF OF AUGUST 1909 [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Burma—												
Tenasserim—												
Mergui . . .	..	..	..	..	11 3	11 2	9 6	9 6	..	..	..	..
Tavoy . . .	..	..	..	..	8 8	8 8	9 12	9 12	..	..	..	..
Moulmein and Amherst . . .	6 13	6 13	..	..	7 11	7 11	8 6	8 6	..	..	..	..
Pegu (deltaic)—					10 3	10 3	10 11	10 11	..	..	..	..
Fegu . . .	8 12	8 12	..	..	9 7	9 7	11 9	11 9	..	..	..	..
Rangoon . . .	..	..	..	..	9 12	9 12	9 12	9 12	..	..	..	..
Maubin . . .	..	..	..	..	..	..	..	..	..	..	..	..
Bassein . . .	..	..	..	..	..	..	..	..	..	..	..	..
Pegu (inland)—												
Iharawadi . . .	..	..	..	..	8 12	10 1	11 11	11 12	..	..	..	..
Henzada . . .	..	..	..	..	8 4	8 4	11 2	11 2	..	..	..	..
Prome . . .	..	..	..	..	10 —	10 —	10 12	10 12	..	..	..	..
Toungoo . . .	..	..	..	..	8 4	8 4	10 10	10 10	..	..	..	..
Thayetmyo . . .	..	..	..	..	..	..	..	..	..	..	..	..
Upper Burma—												
Mandalay . . .	10 8	10 8	..	..	8 3	7 14	9 8	9 8	..	21 3	..	..
Bamo . . .	..	..	..	..	10 10	10 10	11 11	11 11	..	..	..	..
Pakokku . . .	..	..	..	..	8 14	8 14	10 2	10 2	..	..	..	..
Meiktila . . .	..	..	..	..	11 5	11 6	11 11	11 12	17 8	17 8	..	..
Arakan—												
Sandoway . . .	3 3	3 3	..	..	7 9	7 9	10 —	10 —	..	..	..	..
Kyauspyu . . .	..	..	..	..	8 —	7 —	9 —	8 —	..	..	..	..
Akyab . . .	..	..	..	..	8 —	8 —	9 —	9 —	..	..	..	..
Eastern Bengal and Assam—												
Eastern—												
Chittagong . . .	..	..	..	..	..	..	10 —	10 —	..	..	..	..
Noakhali . . .	..	..	..	..	..	..	8 —	8 —	..	..	..	..
Backerganj . . .	..	..	..	..	..	..	9 —	9 —	..	..	..	..
Maimensingh . . .	5 1	5 4	12 8	13 —	..	..	7 8	7 8	..	..	..	..
Tippera . . .	..	..	..	..	..	..	7 11	8 9	..	..	..	..
Dacca . . .	7 8	7 8	..	..	15 —	..	9 —	9 8	..	..	..	..
Faridpur . . .	10 —	10 —	16 —	15 —	..	..	9 8	9 8	..	..	..	..
Central—												
Pabna . . .	..	..	..	..	6 13	6 12	9 —	9 6	..	..	..	..
Rajshahi . . .	10 8	10 8	15 —	15 —	6 —	6 —	8 1	8 4	..	..	..	..
Malda . . .	9 8	9 8	..	..	5 4	5 8	9 —	9 —	..	..	..	..
Sogra . . .	9 —	9 6	..	..	..	..	7 14	7 14	..	..	..	..
Northern—												
Jalpaiguri . . .	7 —	7 —	..	..	5 8	5 4	7 —	7 10	..	..	..	..
Dinajpur . . .	8 10	8 10	..	..	..	..	8 12	7 11	..	..	..	..
Rangpur . . .	8 —	8 —	..	..	5 —	5 —	7 —	7 —	..	..	..	..
Surma—												
Sylhet . . .	..	..	..	..	7 8	8 12	12 4	13 —	..	..	..	..
Cachar . . .	6 15	6 15	..	..	7 3	7 11	9 13	10 1	..	..	..	..
Hill tracts—												
Khási and Jaintia Hills . . .	5 —	5 —	..	..	4 —	4 —	7 8	7 8	..	..	..	..
Gáro Hills . . .	..	..	..	..	3 8	3 8	6 —	6 —	..	..	..	..
Manipur . . .	8 —	8 —	..	..	20 —	20 —	24 —	24 —	..	..	..	..
Nágá Hills . . .	..	..	..	..	10 12	10 12	11 8	11 8	..	..	..	..
Lushai Hills . . .	..	..	..	..	4 8	4 8	6 —	6 —	..	..	..	..
Brahmaputra—												
Goalpara . . .	7 —	8 —	..	..	6 8	6 8	9 —	9 —	..	..	..	..
Kámráp . . .	7 —	7 —	..	..	6 4	6 4	9 —	9 —	..	..	..	..
Darrang . . .	6 —	7 —	..	..	5 8	5 8	8 —	8 —	..	..	..	..
Nowrang . . .	..	..	..	..	4 —	4 —	9 8	9 8	..	..	..	..
Sibsázar . . .	..	..	..	..	4 8	4 8	10 —	10 —	..	..	..	..
Lakhimpur . . .	7 —	6 8	..	..	4 8	4 8	8 —	8 —	..	..	..	..

state the number of seers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR DAL		SALT		DISTRICTS
		Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	18 14	18 14	Burma—
...	17 12	17 12	Tenasserim—
...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Mergui
...	10 3	10 3	...	...	6 12	6 12	18 —	18 —	Tavoy
...	10 11	10 11	...	...	5 12	5 12	14 5	14 5	Moulmein and Amherst
...	5 11	5 11	16 5	16 5	5 6	5 6	17 13	17 13	Pegu (deltaic)—
...	10 10	9 2	...	...	...	...	15 1	15 1	Pegu
...	8 8	8 8	...	...	9 —	9 —	14 13	14 13	Rangoon
...	6 9	6 9	...	...	7 8	7 8	12 2	12 2	Maubin
...	10 13	9 14	...	...	7 14	7 14	16 2	16 2	Bassein
...	9 7	9 7	...	...	...	...	14 3	14 3	Prome
...	10 9	10 9	22 9	22 9	8 10	8 10	14 8	14 8	Toungoo
...	11 6	11 6	22 3	19 —	8 —	8 —	17 —	17 —	Thayetmyo
...	4 12	5 10	11 6	14 3	Upper Burma—
...	15 10	15 10	...	...	...	...	14 3	14 3	Mandalay
...	16 9	16 10	22 10	22 10	9 12	9 12	16 2	16 2	Bamo
...	4 —	4 —	...	...	4 —	4 —	14 —	14 —	Pakokku
...	7 8	7 8	...	...	5 —	5 —	18 —	18 —	Meiktila
...	11 —	11 —	Aragon—
...	11 —	12 —	...	...	7 —	6 8	25 —	22 —	Sandoway
...	10 —	10 —	...	...	...	...	20 —	20 —	Kyaupyn
...	8 —	8 —	...	...	...	...	16 —	16 —	Akyab
...	8 8	9 —	...	...	7 7	7 7	17 —	17 —	Eastern Bengal and Assam—
...	12 8	12 8	...	...	7 8	7 8	20 —	20 —	Chittagong
...	10 —	10 —	...	...	7 —	8 —	21 —	21 —	Noakhali
...	13 4	13 4	...	...	7 8	7 8	20 —	20 —	Backerganj
...	14 12	15 —	...	...	9 12	9 12	18 12	18 12	Maimensingh
...	12 8	12 8	...	...	8 —	8 —	20 —	20 —	Tippera
...	12 —	13 8	...	...	12 —	12 —	16 —	16 —	Dacos
...	9 —	9 —	...	...	6 12	6 12	18 —	18 —	Faridpur
...	12 —	13 8	...	...	8 —	8 —	19 8	19 8	Central—
...	9 —	9 —	...	...	...	...	19 —	19 —	Pabna
...	12 —	10 3	...	...	8 —	7 4	20 —	20 —	Rajshahi
...	8 8	8 4	...	...	8 —	8 —	18 —	18 —	Malda
...	10 —	9 11	...	...	8 —	8 —	19 8	19 8	Bogra
...	10 —	10 —	...	...	8 —	8 —	22 —	20 —	Northern—
...	9 —	9 —	...	...	6 12	6 12	18 —	18 —	Jalpaiguri
...	12 —	10 3	...	...	8 —	7 4	20 —	20 —	Dinajpur
...	8 8	8 4	...	...	8 —	8 —	18 —	18 —	Rangpur
...	10 —	9 11	...	...	8 —	8 —	20 —	20 —	Surma—
...	6 —	6 8	...	...	6 —	6 —	10 —	10 —	Sylhet
...	6 —	6 —	...	...	4 8	4 8	10 —	10 —	Cachar
...	4 —	4 —	20 —	20 —	4 —	4 —	10 —	10 —	Hills
...	5 4	5 5	...	...	4 12	4 12	10 —	10 —	Garo Hills
...	5 —	5 —	...	...	4 8	4 8	8 4	8 4	Manipur
...	9 —	10 —	...	...	8 —	7 8	16	16	Naga Hills
...	9 —	9 —	...	...	8 —	8 —	16 —	16 —	Lushai Hills
...	9 —	9 —	...	...	7 6	7 6	16 —	16 —	Brahmaputra —
...	9 —	9 —	...	...	8 —	8 —	16 —	16 —	Goalpara
...	8 —	8 —	...	...	7 —	7 —	16 —	16 —	Kamrup
...	8 12	8 12	...	...	7 —	7 —	16 —	16 —	Darrang
...	9 14	10 8	...	...	7 6	7 6	16 —	16 —	Nowrangpur
...	16 —	16 —	Sivasagar
...	16 —	16 —	Lakhimpur

RETAIL PRICES FOR THE SECOND HALF OF AUGUST 1909—continued [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoideum)	
	Half-month of report	Pre-vious half-month	BARLEY		Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
			Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Bengal— Delhi—												
Khulna . . .	..	..	..	..	..	..	..	8 8	8 —	..	..	..
24-Parganas . . .	..	..	..	..	..	..	..	8 —	8 —	..	..	..
Midnapur . . .	9 —	8 —	..	..	..	..	..	9 14½	9 13½	..	..	..
Howrah . . .	..	..	..	..	..	..	..	7 8	7 8	..	..	..
Calcutta . . .	9 —	9 —	12 10	12 8	..	..	..	7 12	7 12	..	..	..
Hooghly . . .	..	..	..	..	..	..	..	7 —	7 —	..	..	..
Nadia (Krishnagar) . . .	8 —	8 9	..	10 9	..	..	..	8 —	8 —	..	..	..
Jessore . . .	6 8	6 8	8 —	8 —	..	..	..	9 4	8 12	..	..	..
Central—												
Bankura . . .	8 8	8 8	..	..	..	..	..	8 12	8 8	..	..	..
Bardwan . . .	..	..	..	..	..	..	..	8 12	8 —	..	..	..
Birbhum . . .	9 —	9 —	..	..	..	..	..	9 —	8 4	..	..	..
Murshidabad . . .	9 —	9 12	16 —	16 —	..	..	..	8 8	7 8	..	..	..
Santhal Parganas . . .	8 —	8 —	12 —	13 —	..	..	..	9 8	9 2	..	..	..
Hills—												
Darjeeling . . .	6 —	6 —	8 —	8 —	..	..	..	6 —	6 —	..	..	..
Orissa—												
Puri . . .	8 8	8 3	..	..	..	..	..	9 3	9 3	..	..	..
Cuttack . . .	9 6	9 6	..	..	..	..	..	11 13	11 2	..	..	..
Balasore . . .	7 —	7 8	..	..	..	..	..	11 —	10 8	..	..	..
Sambalpur . . .	9 —	9 —	..	..	..	..	..	14 —	11 4	..	..	..
Chota Nagpur—												
Singhbhum . . .	8 —	8 —	..	..	..	..	..	8 —	7 —	..	..	..
Mánbhumi . . .	6 —	8 —	10 —	10 —	..	..	..	10 —	9 —	..	11 —	11 —
Ráncchi . . .	8 6	8 8	12 —	10 —	..	..	..	9 12	8 —	..	..	..
Palámanu . . .	9 9	9 9	..	13 8	..	..	..	7 14	6 12	..	..	..
Hazáribagh . . .	8 4	8 8	12 —	12 —	..	..	..	9 8	8 8	..	..	..
Bihár, south—												
Monghyr . . .	10 8	10 —	16 12	13 —	..	..	..	9 11	8 4	..	..	..
Gaya . . .	9 12	9 8	14 6	14 10	..	..	..	9 1	8 14	..	..	..
Patna . . .	10 4	10 4	18 —	..	..	..	..	9 4	9 4	13 4	13 4	..
Shahabad . . .	10 —	9 8	14 —	14 8	..	..	..	9 12	8 12	..	..	..
Bihár, north—												
Purnea . . .	8 8	8 8	..	..	..	..	..	9 11	7 8	..	..	..
Bhágalpur . . .	9 2	8 14	12 8	12 6	..	..	..	7 15	7 14	..	..	..
Darbhanga . . .	8 12	9 4	15 6	15 6	..	..	..	7 11	8 —	..	..	..
Muzaffarpur . . .	9 —	9 —	16 —	15 —	..	..	..	6 —	6 —	..	..	..
Sárán . . .	2 8	9 8	16 —	16 —	..	..	..	9 —	8 —	..	..	..
Champáran . . .	9 8	9 8	18 —	17 8	..	..	..	9 8	9 —	..	..	..
United Provinces:												
(a) AGRA—												
Eastern—												
Mirzapur . . .	8 8	9 —	14 —	14 —	4 —	5 —	9 —	10 —	12 7	12 7	13 —	13 —
Benares . . .	10 —	10 —	15 3	15 3	5 2	5 2	7 13	7 13	13 4	14 4	11 15	11 11
Ghazipur . . .	9 2	9 7	15 6	15 12	5 8	5 8	8 9	8 9	..	..	..	..
Jannpur . . .	9 10	9 15	16 10	16 10	8 3	8 3	9 4	8 14	..	..	..	..
Allahabad . . .	8 8	8 8	15 —	15 —	4 4	4 4	9 4	9 4	15 8	15 8	15 —	15 —
Central—												
Banda . . .	9 2	9 —	13 12	13 12	3 8	3 8	9 —	9 —	13 10	13 14	13 6	13 2
Fatehpur . . .	9 8	10 —	15 —	16 —	8 —	8 —	9 —	9 —	15 —	16 —	14 —	15 —
Hamirpur . . .	9 —	8 8	12 —	12 8	6 —	6 —	8 4	8 4	13 12	15 4	13 12	15 —
Jalsun . . .	9 —	8 11	..	14 —	5 —	5 —	7 —	7 —	12 8	13 —	13 —	12 8
Cawnpore . . .	9 4	9 —	16 —	16 —	..	..	8 8	8 8	14 8	14 8	14 8	14 8
Jhansi . . .	9 —	9 12	15 12	14 12	4 12	5 —	5 —	14 12	12 12	13 4	14 4	12 12
Etawah . . .	9 12	9 12	14 4	14 4	3 —	3 —	9 —	8 —	14 12	14 12	14 4	14 4
Farukhabad . . .	9 —	8 14	14 —	14 —	4 1	4 1	9 3	9 3	..	..	..	..
Mainpuri . . .	10 —	10 4	18 —	18 —	5 —	5 —	9 —	9 —	..	..	..	..
Etah . . .	10 4	10 4	16 —	15 8	2 8	2 8	8 —	8 —	..	..	..	..
Western—												
Meerut . . .	10 4	9 12	15 8	15 8	3 4	3 4	6 4	6 —	15 —	14 8	15 —	14 8
Agra . . .	8 9	8 8	14 2	14 —	6 12	6 8	8 —	8 —	13 2	13 —	13 2	13 —
Muttra . . .	9 8	9 8	16 —	15 8	5 —	5 —	8 8	8 8	16 —	16 —	16 —	16 —
Aligarh . . .	13 —	10 —	20 —	19 —	3 —	3 —	6 —	6 —	15 —	15 —	13 —	13 —
Bulandshahr . . .	10 13	10 12	17 —	15 8	4 —	3 —	7 —	7 —	..	..	..	..
Submontane, east—												
Ballia . . .	9 8	9 12	15 —	15 —	5 —	5 —	7 12	7 12	..	15 12	11 12	14 4
Azamgarh . . .	10 8	10 8	17 8	17 8	6 4	6 4	9 2	9 3	14 —	14 —	16 8	16 8
Gorakhpur . . .	10 6	9 14	16 11	16 11	8 —	7 10	10 6	9 14	..	..	15 —	15 —
Basti . . .	10 8	10 8	17 —	17 8	5 12	5 12	10 8	10 8	16 —	16 —	15 —	15 —

state the number of seers (of 80 tolas) and chittacks sold for one rupee.

MABUA OR BAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Selaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ASHAR DAL		SALT		DISTRICTS	
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month		
...	...	...	...	11 —	11 —	...	...	5 8	5 8	16 —	16 —	Bengal— <i>Deltaic</i> — Khulna 24-Parganas
...	...	...	...	12 —	12 —	...	...	9 —	9 —	22 8	22 8	Midnapur
...	...	...	...	11 8	11 8	...	...	8 —	8 —	21 —	20 —	Howrah
...	...	...	...	9 8	9 8	...	...	8 —	8 —	20 —	20 —	Calcutta Hooghly
...	10 —	9 —	11 —	11 —	13 —	13 —	13 —	8 8	8 8	20 —	20 —	Nadia (Krishnagarh)	
...	“	“	10 —	10 —	13 —	13 —	13 —	8 —	8 —	21 —	20 —	Jessore	
...	“	“	10 —	10 —	10 —	10 —	10 —	11 4	11 4	20 —	20 —	<i>Central</i> — Bankura Bardwan Birbhum Murshidabad Santhal Parganas	
...	“	“	10 4	10 8	11 8	11 8	11 8	9 —	9 —	20 —	20 —	Hills— <i>Darjeeling</i>	
...	“	“	12 —	11 8	11 8	11 8	11 8	9 —	8 8	21 —	21 —	<i>Orissa</i> — Puri Cuttack	
...	“	“	11 4	11 4	13 8	13 8	13 8	6 12	6 12	20 —	20 —	Balasore	
...	“	“	14 —	13 8	13 8	13 8	13 8	10 —	10 —	21 —	21 —	Sambalpur	
...	“	“	11 —	11 —	14 —	14 —	14 —	9 —	8 8	16 —	18 —	<i>Chota Nagpur</i> — Singhbhum Manbhum	
11 4	11 4	...	...	9 —	9 —	13 —	13 —	5 8	5 8	14 —	13 —	Ranchi
...	...	...	...	10 8	10 13	...	...	8 8	7 14	26 —	26 —	Palamau
...	...	...	...	9 8	9 8	...	...	10 8	10 8	22 —	22 —	Hazaribagh
...	...	...	...	{ 10 8 and 11 8 } 10 8 11 8 11 8	10 8 and 11 8 11 8	...	...	8 —	8 —	22 8	22 8	<i>Bihar, south</i> — Monghyr
...	...	...	...	11 8	11 8	...	...	7 —	7 —	16 —	16 —	Gaya
...	...	...	...	10 —	10 —	12 —	12 —	6 4	7 —	17 —	18 —	Patna
...	...	...	...	11 13	11 13	...	...	9 —	9 —	18 9	18 9	Shahabad
20 —	16 —	...	...	11 —	11 —	13 —	13 —	12 8	8 —	18 —	16 —	<i>Bihar, north</i> — Purnea Bhagalpur Darbhanga Muzaffarpur Saran Champaran
...	...	...	...	14 2	13 —	15 4	13 —	9 7	9 8	21 —	20 —	Jalpaiguri
15 10	...	15 6	13 5	13 1	12 13	13 13	13 —	9 12	9 7	21 10	21 12	United Provinces (a) Agra— <i>Eastern</i> — Mirzapur Benares Ghazipur Jaunpur Allahabad	
...	...	14 4	13 4	...	12 12	13 —	12 12	11 8	11 4	19 8	19 8	Cawnpore	
...	...	...	...	14 —	14 —	...	...	11 —	11 —	21 —	21 —	Jhansi
...	...	...	...	9 —	9 —	16 —	15 —	7 8	7 8	17 —	17 —	Etawah
...	...	...	...	13 2	12 —	15 4	12 10	8 14	8 14	22 —	21 8	Farukhabad
...	...	...	...	12 1	12 1	13 3	14 12	8 12	8 12	19 12	19 12	Mainpuri
14 4	17 9	...	...	13 —	12 —	13 8	13 —	10 —	9 —	20 —	20 —	Etah
16 —	...	...	...	14 —	13 8	15 —	14 —	12 4	11 8	22 —	22 —	Western— Meerut
16 —	14 —	...	...	14 —	13 8	15 —	15 8	10 —	10 —	20 —	20 —	Agra
20 —	16 —	...	...	14 —	13 8	15 8	15 8	10 —	10 —	20 —	20 —	Muttra
...	...	...	...	12 —	12 —	12 —	12 —	10 —	10 —	18 —	18 —	Aligarh
...	...	...	...	19 —	19 —	13 8	13 4	9 —	8 8	20 —	19 —	Bulandshahr
...	...	...	...	13 8	13 4	14 8	14 8	11 —	11 —	19 —	19 —	Submontane, east— Ballia
...	...	...	...	13 5	13 4	14 8	14 8	10 8	10 8	21 —	21 —	Asamgarh
...	...	...	...	17 —	16 —	...	...	10 —	10 —	21 —	21 —	Gorakhpur
...	...	8 —	7 —	17 —	17 —	22 —	15 —	13 —	12 —	22 —	22 —	Basti	
17 2	17 2	16 —	16 —	14 11	14 5	16 —	14 —	10 8	10 8	20 —	20 —		
18 —	18 —	15 —	15 —	12 8	12 8	12 8	15 8	15 8	10 —	10 —	19 —	19 —	

RETAIL PRICES FOR THE SECOND HALF OF AUGUST 1908—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (Andropogon sorghum)		BAJRA OR GUMBU (Pennisetum typhoideum)	
	Half-month of report	Previous half-month	BARLEY		Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
			Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month				
United Provinces— continued												
(a) Agra—continued												
Submontane, west—												
Shahjahanpur . . .	9 14	9 12	16 —	15 8	6 8	6 8	9 —	9 —	13 —	13 —	13 —	13 —
Budauli . . .	9 6	9 6	15 4	15 4	4 —	4 —	6 8	6 8	13 8	13 —	12 8	12 —
Pilibhit . . .	10 11	11 —	18 14	16 14	5 3	5 3	10 6	10 6	10 6	10 6	13 12	13 12
Bareli . . .	9 6	9 12	15 —	16 —	3 4	3 4	8 4	8 4	14 4	13 12	14 4	13 4
Moradabad . . .	10 4	10 —	17 4	16 —	3 2	3 2	6 4	6 4	15 —	15 —	13 4	13 4
Bijnor . . .	11 —	10 8	18 —	17 —	3 8	3 8	8 8	8 8	... .	... .	15 6	14 5
Muzaffarnagar . . .	10 12	10 2	18 11	17 10	6 10	6 10	7 11	7 11	14 14	14 14	13 13	13 13
Saharanpur . . .	10 2	10 2	17 5	17 8	8 12	8 12	7 7	7 7	14 —	14 —	13 —	13 —
Dehra-Dun . . .	9 —	9 —	15 —	15 —	3 —	3 —	8 —	8 —	14 —	14 —	13 —	13 —
Hills—												
Naini Tal . . .	8 —	8 —	11 —	11 —	3 —	3 —	7 8	7 8	...	...	9 —	9 —
Almora . . .	8 4	8 4	13 —	13 —	3 8	3 8	7 —	7 —	...	...	...	...
Garhwali . . .	8 —	8 —	10 —	16 —	5 —	4 —	7 —	6 —	...	...	...	...
(b) OUDH—												
Southern—												
Partabgarh . . .	10 —	10 —	16 8	16 8	5 —	5 —	10 —	9 —	...	...	14 8	14 8
Suitanpur . . .	10 8	10 8	17 8	18 —	...	...	9 8	9 8	...	...	16 —	14 —
Rae-Bareli . . .	10 —	10 —	16 —	16 —	4 —	4 —	9 —	9 —	14 —	15 —	16 —	14 —
Unaо . . .	9 2	9 2	13 8	14 —	4 —	4 —	9 —	9 —	...	...	14 8	14 12
Lucknow . . .	9 4	9 4	16 8	16 8	4 —	4 —	9 —	9 —	13 —	13 —	14 —	14 —
Hardoi . . .	10 —	10 —	16 8	17 —	4 —	4 —	9 8	9 8	14 —	14 —	14 —	14 —
Northern—												
Fyzabad . . .	9 12	9 8	16 12	16 20	...	...	8 4	8 4	14 8	14 4	15 —	15 —
Bazarbani . . .	9 8	9 8	15 —	15 —	7 —	7 —	9 8	9 8	12 8	13 —	14 —	13 —
Gonda . . .	9 14	9 14	16 8	16 8	6 10	6 2	8 2	8 2	13 4	13 2	12 4	12 4
Bahraich . . .	10 8	10 4	21 —	21 —	5 —	5 —	8 4	8 4	17 —	16 8	16 8	16 8
Sitapur . . .	10 —	10 —	18 —	17 8	4 —	4 —	9 —	9 —	16 —	16 —	15 8	15 8
Kheri . . .	9 8	9 8	17 —	17 —	4 —	4 —	8 8	9 —	16 —	15 —	15 —	15 —
Rajputana—												
Eastern—												
Partabgarh . . .	10 6	10 10	17 —	16 8	5 —	5 —	6 8	6 —	16 6	16 6	...	...
Banswara . . .	11 —	11 —	16 —	15 —	4 —	4 —	7 2	7 —	...	...	9 13	10 —
Mewar (Udaipur) . . .	13 15	13 11	22 15	18 6	5 12	5 12	6 9	6 9	15 15	14 2	9 13	10 —
Hilly Tracts of Mewar (Dungarpur) . . .	13 8	13 6	19 —	19 —	7 —	7 —	8 —	8 —	...	...	13 9	12 15
Ajmer . . .	10 —	9 8	16 8	16 2	6 —	6 —	7 1	7 1	13 12	13 1	14 —	14 8
Kishangarh . . .	9 4	9 8	16 —	16 —	4 —	4 —	7 —	7 —	17 —	15 —	14 —	14 8
Bundi . . .	13 12	13 2	20 —	16 7	6 6	6 6	7 11	7 11	18 4	17 15	12 13	12 13
Kotah . . .	10 10	10 6	15 —	14 12	7 —	7 —	7 8	8 —	13 12	13 8	11 —	11 —
Jhalawar . . .	9 12	9 10	15 —	15 13	5 12	5 12	8 14	8 14	14 12	13 5	11 —	11 —
Tonk . . .	8 6	8 9	14 8	14 15	3 7	3 7	4 10	4 10	15 7	15 7	...	...
Jaipur . . .	11 9	10 6	17 8	15 6	5 6	5 7	5 15	6 —	15 2	14 3	14 9	13 11
Karauli . . .	11 4	10 15	18 2	15 15	7 8	7 8	8 12	8 12	15 5	13 12	15 5	13 7
Dholpur . . .	10 24	10 34	14 10	14 14	5 4	5 4	5 12	5 12	13 4	13 6	12 9	12 11
Bharatpur . . .	10 8	10 4	17 —	16 —	4 5	4 5	4 13	4 13	12 12	12 9	14 4	13 2
Alwar . . .	10 14	10 14	17 7	16 6	5 1	5 1	6 1	6 —	15 6	13 14	15 6	14 12
Deoli . . .	11 2	11 4	18 4	17 12	5 —	5 —	7 —	7 —	16 —	16 8	12 —	16 8
Nasirabad . . .	9 12	9 8	...	...	6 8	6 8	7 —	7 —	16 —	16 —	13 —	13 —
Shahpura . . .	9 8	9 8	17 12	17 8	5 8	5 8	7 8	7 8	14 —	14 —	13 —	13 —
Western—												
Bikaner . . .	7 12	7 12	15 —	15 8	4 8	4 8	6 8	6 8	18 —	18 —	14 11	15 8
Jaisalmer . . .	9 4	9 9	...	...	5 2	5 3	7 3	7 4	15 15	15 9	13 6	13 7
Jodhpur . . .	{ 10 1 and 11 1	{ 10 12 and 17 4	16 4	5 3	5 3	6 8	6 8	15 10	16 5	{ 13 — and 14 —	{ 13 — and 14 —	
Balmer . . .	11 3	11 3	...	...	4 8	4 8	9 14	9 14	...	...	14 12	15 7
Erinpura . . .	10 8	10 —	18 4	18 —	6 —	6 8	8 —	8 —	16 —	16 —	14 —	13 —
Sirohi . . .	{ 11 — and 12 —	{ 18 — and 11 8	18 —	4 —	4 —	6 —	7 —	15 —	15 —	13 —	14 —	
Anadra . . .	{ 11 — and 13 4	{ 13 4 and 10 13	...	5 —	5 —	6 4	6 4	...	...	...	11 8	
Abu . . .	{ 10 — and 11 14	{ 14 8 and 11 14	14 8	14 8	4 12	4 12	7 6	7 6	...	...	9 14	9 14
Central India—												
Indore . . .	8 8	8 8	13 —	13 —	4 —	4 —	5 —	5 —	17 —	17 —	12 —	12 —
Nimach . . .	10 8	10 8	...	...	7 —	7 —	8 —	8 —	15 8	15 8	12 —	12 —
Gwalior . . .	8 6	8 4	...	...	{ 4 12 to 5 8	3 —	6 4	6 6	...	...	...	...
Punjab—												
Southern—												
Bisar . . .	9 —	9 —	16 —	15 8	...	...	6 —	6 —	17 8	16 8	17 —	15 —
Ferozpur . . .	11 —	10 8	17 —	16 —	...	...	6 12	6 12	15 —	14 —	14 8	12 12
Central—												
Lahore . . .	9 14	10 —	17 2	18 12	...	...	6 8	7 4	17 12	17 12	13 —	14 —
Gujrawala . . .	11 —	10 4	20 —	17 —	...	...	7 8	8 —	...	15 —	...	14 —
Gujrat . . .	11 —	11 —	18 —	16 —	...	...	8 —	8 —	12 —	12 —	12 —	12 —
Jhelam . . .	10 8	10 8	16 —	15 8	...	...	7 8	7 8	13 —	13 —	14 —	14 —

state the number of sers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Betaria italica</i>)	GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)	MAIZE (<i>Zea Mays</i>)	ARHAR DAL		SALT		DISTRICTS	
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
... ...	20 —	16 —	11 8	12 —	20 —	15 —	10 8	10 8	19 —	19 —
... ...	13 —	12 —	12 —	11 14	14 4	14 —	11 —	11 —	20 —	20 —
... ...	...	...	14 4	14 4	...	...	11 5	11 —	20 12	20 12
... ...	...	...	12 9	12 8	16 4	15 12	10 4	10 4	20 —	20 —
... ...	...	...	13 12	12 8	15 4	15 4	10 8	10 8	21 8	21 10
... ...	...	...	13 10	12 10	...	...	10 12	10 —	19 —	19 —
... ...	...	...	14 5	12 10	...	...	6 10	6 10	18 11	18 11
15 15	15 15	15 15	12 12	13 12	15 15	15 15	6 15	6 15	21 4	21 4
12 —	12 —	...	12 —	13 —	13 —	9 —	9 —	9 —	18 —	18 —
...	...	...	9 —	9 —	10 —	10 —	7 —	7 —	12 —	12 —
11 —	11 —	...	9 4	9 —	...	...	7 —	7 —	12 —	12 —
15 —	14 —	16 —	9 —	6 —	6 8	...	5 —	5 8	9 —	10 —
20 —	20 —	..	...	12 8	12 8	...	...	10 4	10 4	22 —
24 —	20 —	16 —	9 —	12 —	12 —	...	11 —	11 —	22 —	22 —
...	...	19 —	17 —	11 8	14 —	12 —	9 8	9 8	20 —	20 —
18 —	18 —	20 —	19 —	12 2	12 4	15 —	10 —	10 8	19 —	19 —
...	...	15 8	15 8	11 12	11 12	18 8	17 —	9 8	9 4	20 —
...	...	...	...	11 12	11 12	16 —	14 —	10 —	10 —	20 —
18 —	16 —	18 —	16 —	12 10	15 12	14 12	10 10	10 10	18 2	18 2
...	...	16 —	13 —	12 —	17 8	16 —	12 4	12 —	18 8	18 8
16 —	16 —	26 —	18 —	12 8	12 8	18 —	12 —	12 —	20 —	20 —
18 —	18 —	18 —	18 —	11 12	12 —	17 4	10 8	10 4	20 —	20 —
...	...	...	...	15 —	14 14	16 12	16 10	8 8	17 —	16 8
...	...	...	...	17 —	16 8	20 —	19 —	6 —	15 —	16 —
...	...	7 12	7 6	14 12	14 2	15 9	12 14	6 15	6 9	18 —
15 4	15 —	...	...	15 8	15 4	15 8	17 2	...	15 —	15 —
...	...	4 12	4 11	14 12	14 8	12 12	12 3	...	23 —	23 —
...	...	...	...	15 —	15 —	15 —	15 —	...	24 —	24 —
...	...	...	...	51 4	21 2	...	...	...	20 3	20 2
...	...	...	...	15 4	15 4	14 4	14 4	7 —	19 —	19 —
...	...	...	...	14 —	13 10	14 5	14 —	6 2	17 —	17 —
...	...	...	...	13 11	14 10	...	...	...	20 4	20 2
...	...	...	...	14 9	13 2	15 2	13 2	17 12	15 14	25 14
...	...	11 5	11 8	15 2	13 15	15 2	13 15	12 15	20 —	18 12
...	...	...	...	13 12	12 8	...	...	10 8	10 11	22 —
...	...	9 —	8 8	13 15	13 11	...	...	7 12	7 12	22 —
...	...	7 12	7 12	15 10	14 8	15 —	15 —	18 —	25 —	25 —
...	...	14 —	14 —	15 —	14 9	13 14	12 12	18 —	25 —	25 —
...	...	...	...	15 4	15 8	14 —	14 —	6 8	6 8	21 8
...	...	...	...	16 8	15 —	...	...	8 —	8 —	25 —
...	...	...	...	16 18	16 8	13 —	13 —	...	21 —	21 —
...	...	...	...	14 —	14 —	...	...	7 —	7 —	22 —
...	...	...	...	13 6	13 7	...	...	...	21 —	21 —
...	...	...	...	16 13	16 1	...	...	6 10	6 10	16 8
...	...	...	...	13 5	13 5	...	...	...	...	16 —
...	...	...	...	16 8	16 8	...	...	...	22 —	22 4
...	...	16 —	16 —	13 —	13 —	10 —	8 —	10 —	19 —	19 —
...	...	...	...	14 —	13 —	12 —	10 —	...	20 —	20 —
...	...	...	...	13 —	13 —	11 3	10 5	6 7	6 7	Abu
...	...	...	...	12 8	12 —	18 —	16 —	7 —	7 —	Indore
...	...	...	...	13 —	12 —	...	...	8 —	8 —	Nimach
...	...	10 —	10 —	13 2	12 8	...	...	10 4	10 —	Gwalior
...	...	...	...	16 8	15 4	...	...	...	...	Panjab—Southern—
...	...	15 —	15 —	15 —	13 8	13 —	9 —	...	...	Hissar
...	...	13 —	13 4	15 4	15 4	12 —	9 8	8 12	8 —	Ferozpur
...	...	...	...	16 —	15 4	...	...	...	...	Central—
...	...	...	...	14 8	14 —	12 —	12 —	...	...	Lahore
...	...	...	...	14 12	14 —	12 —	13 —	7 —	6 8	Gujranwala
...	...	...	...	14 12	14 —	12 —	13 —	6 8	23 —	Gujrat
...	...	...	...	14 12	14 —	12 —	13 —	7 —	23 —	Jhelam

RETAIL PRICES FOR THE SECOND HALF OF AUGUST 1909 *continued [The figures]*

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Panjab— <i>continued</i>												
South-eastern—												
Gurgaon	10 12	10 4	17 8	16 4	...	...	7 12	7 4	15 —	14 —	15 —	14 8
Delhi	9 12	9 4	15 —	14 8	...	...	7 —	7 8	16 —	16 —	16 —	15 8
Rohtak	10 —	9 8	16 —	15 —	...	...	6 —	6 —	20 —	18 —	16 —	14 —
Karnal	10 —	9 12	17 —	15 8	...	...	7 —	7 —	14 —	14 —	14 —	14 —
Submontane—												
Ambala	10 7	10 7	15 12	15 12	...	...	8 2	7 12	23 4	23 4	14 12	14 12
Ludhiana	11 —	9 12	18 8	18 —	...	...	8 —	6 8	17 —	16 —	15 —	14 —
Jalandhar	11 —	10 12	18 —	17 8	...	...	6 —	6 —	16 —	15 8	14 —	14 —
Hoshiarpur	11 —	10 12	16 —	14 —	...	...	7 —	7 —	16 —	15 —	13 8	13 —
Gurdaspur	11 —	11 —	16 —	16 —	...	...	8 —	8 —	12 8	12 8	13 8	13 —
Amritsar	11 —	11 —	18 8	17 8	...	...	7 4	7 4	18 8	18 8	12 —	12 —
Sialkot	10 12	10 8	16 8	16 —	...	...	7 8	7 8	12 —	12 —	12 —	12 —
Hills—												
Simla	9 8	8 11	13 —	11 8	...	...	7 4	6 15	15 —	12 8	13 —	11 4
Kangra	11 —	11 —	20 —	20 —	...	...	7 —	7 —	...	...	...	...
Northern—												
Rawalpindi	10 8	10 4	16 —	16 4	...	...	6 12	6 12	14 4	14 4	13 12	13 12
Attock	11 —	11 —	16 8	16 8	...	...	6 —	6 —	12 —	12 —	14 —	12 —
Western—												
Shahpur	10 8	10 8	16 —	16 —	...	...	6 —	6 —	11 —	11 —	13 —	13 —
Jhang	10 4	10 4	17 —	16 12	...	...	6 8	6 8	15 —	11 8	12 8	13 8
Lyallpur	10 12	10 2	15 —	15 —	...	...	6 4	6 4	13 12	13 12	13 4	13 4
Multan	9 4	9 4	16 8	15 12	...	...	7 12	7 12	16 8	14 —	13 4	12 12
Montgomery	10 6	10 6	16 —	16 —	...	...	7 4	7 4	...	...	...	13 —
Muzaffargarh	10 4	10 4	14 8	14 8	...	...	9 12	8 4	11 12	11 12	13 —	13 —
Dera Ghazi Khan	11 8	9 12	14 8	14 8	...	...	14 4	14 4	14 4	14 4	13 —	13 —
M.-W. Frontier Province—												
Hazara	10 4	10 4	19 8	18 —	3 3	3 4	6 11	6 11	...	...	10 13	10 10
Peshawar	10 —	10 —	19 —	18 —	4 9	4 9	6 8	6 8	12 —	12 —	13 —	13 —
Kohat	10 4	10 4	16 3	16 3	4 8	4 8	8 15	8 15	17 15	17 15	16 1	15 6
Bannu	11 11	11 4	17 1	16 6	3 12	3 12	7 8	7 8	17 8	16 14	14 1	13 2
Dera Ismael Khan	10 3	10 5	14 12	14 10	3 5	3 64	5 11	5 11	13 10	13 9	12 12	12 9
Tochi	14 —	16 —	23 —	23 —	...	...	9 8	9 8	...	...	...	...
Kurrum	15 —	16 —	20 —	22 —	10 —	10 8	5 6	5 6	...	...	...	...
Malakand	10 12	11 —	18 —	18 —	4 —	4 —	11 1	11 1	11 1	11 1	11 1	11 1
Wano	8 11	8 11	9 10	9 10	2 15	2 15	...	...	...	...	...	...
Sind and Baluchistan—												
Karachi	8 —	8 —	...	...	6 —	6 —	8 —	8 —	12 8	12 8	11 8	12 8
Hyderabad	8 —	8 —	...	...	8 8	8 8	9 —	9 —	13 —	13 —	12 8	12 8
Thar and Párkar (Umarkot)	9 —	9 —	...	...	10 8	10 8	12 —	12 —	...	...	14 8	14 —
Shikarpur	9 8	9 8	...	...	6 8	7 —	7 8	7 8	13 8	13 8	14 8	15 —
Upper Sind Frontier	8 8	8 —	...	...	6 —	6 —	7 —	7 —	13 8	13 8	14 8	15 —
Quetta	8 14	9 2	10 14	10 4	3 —	3 —	6 6	6 6	11 1	11 1	11 1	11 1
Bombay—												
Konkan—												
Karwar	6 13	6 13	...	...	6 8	6 8	10 8	10 8	10 2	10 2	9 12	9 12
Batnagiri	6 1	6 1	...	...	7 4	7 4	10 —	9 4	9 2	9 2	9 15	9 15
Alibág	5 12	5 12	...	...	7 3	7 3	8 2	8 2	...	...	9 11	9 11
Bombay	6 8	6 8	...	...	6 6	6 6	8 7	8 7	11 —	11 —	10 10	10 10
Tanna	7 5	7 5	...	...	7 6	7 6	8 5	8 5	11 14	11 14	10 8	10 8
Deccan and Karnátkat—												
Dharwar	8 8	8 8	...	...	8 12	8 5	9 4	8 12	12 10	12 10	11 15	12 11
Belgaum	8 1	7 12	...	...	7 15	7 15	8 8	8 12	13 8	13 8	11 14	11 14
Satara	9 3	9 8	...	...	6 10	7 6	7 13	7 13	14 2	13 12	14 4	12 13
Sholapur	8 15	8 15	...	...	6 15	6 15	8 8	8 8	17 9	16 3	16 10	16 10
Bijapur	8 14	8 7	...	...	8 6	8 6	8 15	8 15	15 12	15 5	15 3	14 5
Poona	8 2	8 2	...	...	7 10	7 10	8 5	8 5	14 6	14 6	12 —	12 —
Khandesh and N.E.—												
Deccan—												
Ahmadnagar	8 13	8 13	...	...	7 6	7 6	8 2	8 2	16 8	16 5	15 6	14 11
Násik	8 8	8 8	...	...	6 12	6 12	7 7	7 7	13 7	13 4	13 9	13 9
Dhulia	7 7	7 7	...	...	6 6	6 6	7 8	7 8	14 5	14 5	13 9	13 9
Jalgaon	7 4	7 4	...	...	5 5	5 5	6 4	6 4	14 10	15 3	14 6	14 13
Gujarat—												
Surat	6 15	6 15	...	...	6 4	6 4	7 3	7 3	11 9	11 2	11 9	11 2
Broach	7 —	7 —	...	...	6 —	6 —	9 8	9 8	11 8	10 8	11 —	10 8
Kaira	8 8	8 8	...	...	7 —	7 —	8 8	8 8	10 —	10 —	10 —	10 —
Baroda	7 8	7 —	...	...	6 8	6 8	7 —	7 —	11 —	11 —	10 —	10 —
Ahmadabad	8 8	8 8	...	...	8 —	8 —	9 —	9 —	12 8	12 8	11 8	10 8
Godhra	7 —	7 —	...	...	6 8	6 8	8 —	8 —	...	...	10 8	10 4
Dusa	9 12	9 8	...	...	6 8	6 8	7 —	7 —	9 4	9 4	10 8	10 8
Kathawar—												
Rajkot	9 8	9 8	...	...	5 8	5 8	6 8	6 8	13 —	12 8	11 8	11 8
Central Provinces—												
Western—												
Nimar	8 6	8 6	...	...	4 6	4 6	8 4	8 4	15 9	15 9	...	...
Hoshangabad	9 —	9 12	...	...	4 12	4 12	8 —	8 —	13 13	13 13	...	...
Betul	9 1	9 9	...	...	6 2	6 2	7 5	7 5	13 —	12 —	...	...
Chhindwara	9 6	9 6	...	...	6 8	6 8	8 6	8 6	10 14	10 14	...	...
Nagpur	9 9	9 9	...	...	5 2	5 2	9 9	9 9	8 14	12 10	11 8	...
Wardha	9 4	8 12	...	...	5 2	5 2	9 9	9 9	12 10	11 8	...	...

state the number of seers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Betaria italica</i>)	GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)	MAIZE (<i>Zea Mays</i>)		ARHAR DAL		SALT		DISTRICTS
Half-month of report	Previous half month	Half-month of report	Previous half month	Half-month of report	Previous half month	Half-month of report	Previous half month	Half-month of report	Previous half month	
...	14 6	13 10	15 -	13 8	9 -	9 -	Panjab—continued
...	13 8	13 -	15 -	14 8	7 -	7 -	South-eastern—
...	15 8	14 8	15 -	14 -	6 -	6 -	Gurgaon
...	15 -	14 -	16 -	14 -	8 -	8 -	Delhi
...	13 8	13 8	15 12	15 12	6 8	6 8	Rohtak
...	...	11 -	10 -	14 -	14 -	16 8	16 8	5 8	5 8	Karnal
...	...	13 -	13 -	14 8	14 12	16 -	15 8	...	...	Submontane—
...	...	7 -	7 -	14 -	13 8	13 8	13 8	...	...	Ambala
...	...	12 8	12 -	14 -	14 -	11 8	11 8	...	...	Ludhiana
...	15 12	15 -	12 8	13 -	7 12	7 4	Jalandhar
...	...	13 8	13 8	12 -	12 -	12 -	12 -	...	...	Hoshiarpur
...	11 10	11 10	14 -	12 8	7 4	7 8	Gurdaspur
...	12 -	12 -	12 -	12 -	...	...	Amritsar
...	...	12 12	12 12	15 8	13 8	18 4	12 12	8 4	8 4	Sialkot
...	15 -	15 -	13 -	13 -	7 -	7 -	Hills—
...	...	15 -	15 -	15 -	15 -	11 -	11 -	6 -	6 -	Simla
15 -	15 -	16 -	16 -	15 4	15 4	13 -	12 -	9 -	10 -	Kangra
...	...	14 4	14 4	14 12	14 12	13 12	11 4	...	...	Northern—
...	...	12 -	12 -	13 12	13 4	10 -	10 -	7 -	7 -	Rawalpindi
...	12 8	12 8	...	...	6 4	6 4	Attock
...	...	12 8	12 8	11 15	11 5	14 8	13 -	...	...	Western—
...	...	15 -	15 -	13 -	13 -	15 -	14 -	10 -	9 12	Shahpur
...	13 3	13 1	14 10	14 10	...	...	Jhang
...	13 4½	12 11½	16 9	16 6½	6 5½	6 5½	Lyallpur
...	13 4½	13 4½	13 2	13 5	27 2	27 2	Multan
...	8 8	8 8	18 -	19 -	22 -	22 -	Montgomery
...	12 -	12 -	16 -	18 -	6 -	6 -	Muzaffargarh
...	9 10	9 10	...	...	Dera Ghazi Khan
...	N.W. Frontier Province—
...	19 -	19 12	Hazara
...	25 -	24 -	Peshawar
...	25 -	25 -	Kohat
...	29 6	29 6	Bannu
...	27 2	27 2	Dera Ismael Khan
...	20 -	20 -	Tochi
...	20 -	20 -	Kurram
...	20 -	20 -	Malakand
...	Wano
...	Sind and Baluchistan—
...	26 -	26 -	Karachi
...	24 -	24 -	Hyderabad
...	8 -	8 -	...	...	...	...	Thar and Parkar
...	13 -	13 -	...	...	6 8	6 8	(Umarkot)
...	12	12 -	...	...	8 -	8 -	Shikarpur
...	10 8	10 8	7 10	7 10	7 -	7 -	Upper Sind Frontier
...	Quetta
...	15 -	15 -	Bombay—
...	Konkan—
11 9	11 9	...	...	9 -	9 -	...	...	7 2	7 2	Karwar
11 3	11 3	...	...	8 15	8 4	...	...	6 12	6 12	Ratnagiri
...	9 5	9 5	...	...	7 -	7 -	Alibag
9 -	9 -	...	...	9 6	9 6	...	...	7 10	7 10	Bombay
10 14	10 14	...	...	8 14	8 14	...	...	7 5	7 5	Tanna
...	8 7	8 7	...	...	7 2	7 2	Deccan and Karnatak—
12 10	12 10	...	...	10 6	10 6	...	...	7 4	7 8	Dharwar
...	10 -	10 -	...	...	8 14	8 14	Belgaum
...	11 4	11 4	...	...	8 10	8 10	Satara
...	10 14	10 14	...	...	8 12	8 3	Sholapur
...	10 15	10 15	...	...	7 8	7 8	Bijapur
...	10 9	10 9	...	...	7 11	7 11	Poona
...	10 9	10 9	...	...	8 14	8 2	Khandesh and N.W. Deccan—
15 7	14 4	...	...	10 9	10 9	...	...	7 7	7 7	Ahmadnagar
...	10 9	10 9	...	...	8 11	8 11	Nasik
...	10 14	10 14	...	...	17 -	17 -	Dhulia
...	9 4	9 4	...	...	7 6	7 6	Jalgaon
...	9 -	9 -	...	...	8 -	8 -	Gujarat—
12 8	12 8	...	...	10 12	10 8	...	...	8 -	8 -	Surat
12 -	12 -	...	...	9 -	8 8	...	...	8 -	8 -	Broach
...	14 -	14 -	...	...	8 -	8 -	Kaira
14 -	13 8	...	...	12 -	12 -	...	...	9 -	9 -	Baroda
...	15 -	11 -	...	...	8 -	8 -	Ahmadabad
...	11 8	11 8	...	...	6 8	6 8	Godhra
...	11 8	11 8	...	...	100 -	100 -	Diana
...	11 8	11 8	...	...	...	...	Kathiawar—
...	10 14	9 11	...	...	10 11	9 8	Rajkot
...	Central Provinces—
...	12 -	12 -	...	...	8 8	8 8	Western—
...	12 15	13 15	...	...	9 -	9 -	Nimar
...	10 8	10 8	...	...	7 -	7 -	Hoshangabad
...	11 11	11 11	...	...	7 2	7 2	Betul
...	11 14	11 14	...	...	9 3	9 3	Chhindwara
...	10 14	9 11	...	...	10 11	9 8	Nagpur
...	Wardha

RETAIL PRICES FOR THE SECOND HALF OF AUGUST 1909—concluded [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoideum)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
Central Provinces—continued												
Central—												
Narsinghpur . . .	9 —	9 —	..	..	5 8	5 8	8 2	8 2	13 11	13 11	..	..
Sangor . . .	9 11	9 8	..	..	6 —	6 —	8 —	8 —	14 3	13 —	..	..
Damoh . . .	10 6	9 8	..	..	7 12	7 —	9 7	8 —	..	..	..	..
Jubbulpore . . .	9 8	9 4	..	..	5 8	5 8	9 8	9 8	..	..	..	..
Mandla . . .	10 —	9 8	..	..	8 2	7 2	10 2	9 2	..	..	..	..
Seoni . . .	10 10	9 10	..	..	7 2	6 —	10 —	8 8	..	..	..	..
Balaghát . . .	8 14	8 14	..	..	5 6	5 6	9 2	9 2	13 12	13 12	..	..
Bhandara . . .	8 4	8 4	..	..	5 —	5 —	9 4	9 4	13 5	13 5	..	..
Chânda . . .	8 14	8 —	..	..	8 —	8 —	8 14	8 14	..	..	..	..
Eastern—												
Bilaspur . . .	9 14	9 14	..	..	8 —	7 —	10 12	10 12	..	..	..	..
Raipur . . .	9 8	9 8	..	..	7 —	7 —	11 —	11 —	..	..	..	..
Deogarh . . .	10 10	10 10	..	..	11 2	11 2	11 5	11 1	..	..	..	..
Berar—												
Buldana . . .	8 —	8 —	..	..	6 5	6 5	8 10	9 —	13 11	13 11	..	..
Akola . . .	8 6	8 6	..	..	7 6	7 6	8 5	8 5	14 3	13 —	..	..
Amrâoti . . .	8 6	8 6	..	..	6 8	6 8	9 4	9 4	12 3	12 3	..	..
Yeotmal . . .	9 10	9 1	..	..	6 6	4 6	9 15	9 15	14 3	14 3	..	..
Nizam's Territories—												
Secunderabad* . . .	7 2	7 7	9 11	9 14	4 11	4 15	9 5	9 5	12 13	12 13	15 10	15 12
Madras—												
Malabar Coast—												
Malabar . . .	..	..	..	..	..	..	8 2	8 2	..	..	..	..
S. Canara . . .	..	..	..	..	..	..	8 7	8 7	..	..	..	..
South, central—												
Coimbatore . . .	..	..	..	..	..	..	6 10	6 10	11 6	11 6	10 15	10 15
Nilgiris . . .	..	..	..	..	..	..	7 4	6 10	..	..	9 9	9 9
Salem . . .	..	..	..	..	..	..	6 3	6 3	11 —	11 —	..	..
Central—												
Bellary . . .	..	..	..	..	..	..	7 9	7 9	14 —	12 12	..	..
Anantapur . . .	..	..	..	..	..	..	6 10	6 10	13 8	13 —	..	..
Cuddapah . . .	..	..	..	..	..	..	7 7	7 7	13 5	13 5	12 11	12 11
Kurnool . . .	..	..	..	..	..	..	7 7	7 —	17 1	15 5	..	..
East Coast, north—												
Ganjam . . .	..	..	..	..	..	..	8 —	7 3	..	..	..	..
Vizagapatam . . .	..	..	..	..	..	..	6 12	6 12	..	..	14 14	13 15
Godavari . . .	..	..	..	..	..	..	8 10	8 10	15 5	15 5	..	..
East Coast, central—												
Kistna . . .	..	..	..	..	..	..	10 4	10 4	11 15	11 15	..	..
Guntur . . .	..	..	..	..	..	..	7 11	7 11	13 9	13 9	12 —	12 —
Nellore . . .	..	..	..	..	..	..	8 13	8 13	13 8	13 8	..	..
East Coast, south—												
Madras . . .	..	..	..	..	..	..	6 14	6 12	..	..	..	..
Chingleput . . .	..	..	..	..	..	..	7 5	7 11	..	..	..	..
N. Arcot . . .	..	..	..	..	..	..	9 1	8 11	..	..	..	..
S. Arcot . . .	..	..	..	..	..	..	7 13	7 13	..	..	11 10	11 2
Tanjore . . .	..	..	..	..	..	..	7 7	7 7	..	..	9 9	8 15
Trichinopoly . . .	..	..	..	..	..	..	7 7	7 3	12 3	11 3	11 5	11 5
Southern—												
Tinnevelly . . .	..	..	..	..	..	..	7 13	7 13	13 6	13 6	10 15	10 15
Madura . . .	..	..	..	..	..	..	7 13	7 7	11 12	11 12	10 15	10 15
Mysore—												
Mysore . . .	6 2	6 2	6 2	6 2	6 7	6 7	8 8	8 8	12 6	12 6	..	..
Bangalore . . .	6 —	6 —	6 12	6 12	4 12	4 12	8 —	8 —	..	..	..	..
Kolar . . .	..	..	6 —	6 —	4 —	4 —	{ 5 8	5 —	{ 10 —	10 —	..	..
Tumkur . . .	6 —	6 —	6 —	6 —	5 8	5 8	7 4	7 4	..	..	..	..
Hassan . . .	6 —	6 —	7 —	7 —	6 —	6 —	7 —	7 —	..	..	..	..
Kadur . . .	6 8	6 8	7 —	7 —	6 8	6 8	7 8	7 12	..	..	..	..
Shimoga . . .	6 —	6 —	..	..	5 8	5 8	8 —	7 8	12 —	10 8	..	..
Chitaldrug . . .	5 8	5 —	5 8	5 —	5 8	5 —	7 —	6 12	14 —	12 —	12 —	12 —
Goor—												
Goor . . .	6 4	6 —	6 4	6 8	6 8	6 8	8 12	7 8	..	..	..	..
Aden . . .	6 12	6 12	..	..	5 10	5 10	8 —	8 —	11 3	11 12	10 11	10 11

* Including Bolaram.

state the number of seers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Bajaria italicica</i>)	GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Zea Mays</i>)	MAIZE (<i>Zea Mays</i>)	ARHAR DAL		SALT		DISTRICTS	
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
...	...	12 2	12 2	...	...	10 6	10 6	16 —	16 —	Central Provinces— continued Central—
...	...	13 11	13 4	...	...	8 —	8 —	18 5	18 5	Narsinghpur
...	...	13 14	13 4	...	...	8 —	8 —	16 —	16 —	Sangor
...	...	13 8	13 —	...	...	8 —	8 —	17 —	17 —	Damoh
...	...	15 6	16 6	...	...	8 —	8 —	14 —	14 —	Jubbulpore
...	...	12 8	12 —	...	...	8 —	8 —	16 —	16 —	Mandla
...	...	10 —	10 —	...	...	6 14	6 14	16 8	16 8	Seoni
...	...	11 12	11 4	...	...	8 —	8 —	14 —	14 —	Balaghat
...	...	10 —	10 —	...	...	8 14	8 14	20 —	16 —	Bhandara
										Chanda
...	...	11 10	10 10	...	...	8 —	8 —	12 13	12 13	Eastern—
...	...	13 —	13 —	...	...	9 —	8 12	16 —	16 —	Bilaspur
...	...	13 —	13 —	...	...	8 —	8 —	15 4	15 4	Raipur
										Dong
...	...	11 15	11 15	...	...	8 —	8 —	17 —	17 —	Berar—
...	...	10 2	10 3	...	...	8 —	8 —	19 —	19 —	Buldana
...	...	12 —	11 —	...	...	10 8	9 7	18 —	18 —	Akola
...	...	11 10	11 10	...	...	10 10	10 10	17 2	17 2	Auraoati Yeotmal
16 —	15 12	...	...	9 6	9 6	...	...	11 10	11 10	Nizam's Territories— Secunderabad
...	...	...	...	...	...	...	...	...	...	Madras—
...	...	...	...	...	...	...	...	16 10	16 11	Malabar Coast—
...	...	...	...	...	...	...	...	19 3	19 3	Malabar
11 13	11 13	...	...	...	...	...	...	17 6	17 6	S. Canara
11 13	11 13	...	...	...	...	...	...	13 —	15 —	South, central—
11 10	11 10	...	...	...	...	...	...	18 —	18 —	Coimbatore
13 14	12 14	...	...	...	...	...	...	19 7	19 7	Nilgiris
14 7	14 1	...	...	...	...	...	...	19 8	19 8	Salem
15 3	13 11	...	...	...	...	...	...	16 13	18 —	Central—
14 4	14 4	...	...	...	...	...	...	19 7	19 7	Bellary
14 8	14 2	...	...	...	...	...	...	19 7	19 7	Anantapur
14 9	13 9	...	...	...	...	...	...	19 8	19 8	Cuddapah
13 12	13 12	...	...	...	...	...	...	16 13	18 —	Karnal
11 13	11 13	...	...	...	...	...	...	27 —	27 —	East Coast, north—
13 14	13 14	...	...	...	...	...	...	27 —	27 —	Ganjam
12 2	12 —	...	...	...	...	...	...	27 —	27 —	Vizagapatam
12 —	11 5	...	...	...	...	...	...	20 —	20 —	Godavari
11 16	12 3	...	...	...	...	...	...	24 —	24 —	East Coast, central—
12 9	12 —	...	...	...	...	...	...	24 —	24 —	Kistna
12 15	11 2	...	...	...	...	...	...	25 8	25 8	Guntur
13 5	12 9	...	...	...	...	...	...	26 3	26 3	Nellore
12 4	12 4	...	...	...	...	...	...	20 6	20 4	East Coast, south—
11 13	11 13	...	...	...	...	...	...	22 12	22 6	Madras
12 —	12 —	...	...	7 8	7 8	...	...	29 3	29 —	Chingleput
10 12	10 12	...	...	7 4	7 4	...	...	26 3	26 3	N. Arcot
10 —	10 —	...	...	8 —	8 —	...	...	20 6	20 4	S. Arcot
10 —	10 —	...	...	7 —	7 —	...	...	27 10	27 10	Tanjore
12 —	12 —	...	...	7 —	6 8	...	...	23 13	23 10	Trichinopoly
10 —	11 —	...	...	8 —	7 —	...	...			Southern—
12 8	12 8	...	...	6 —	6 —	...	...			Tinnevelly
14 —	12 —	12 —	12 —	6 —	6 —	...	...			Madura
13 8	12 8	...	...	8 8	8 4	...	...	23 4	23 10	Mysore—
...	...	...	...	10 8	10 3	...	...	21 12	21 12	Mysore
										Bangalore
										Kolar
										Tumkur
										Hassan
										Kadur
										Shimoga
										Chitaldrug
										Coorg—
										Coorg
										Aden

FREDERICK NOËL-PATON,
Director-General of Commercial Intelligence

B. ROBERTSON,
Secretary to the Government of India

 Continuation Sheets of Supple-
ment to the Gazette of India published at
Calcutta.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 1997

GOVERNMENT OF INDIA.
HOME DEPARTMENT.

SANITARY.
PLAUE.

Simla, the 23rd September 1909.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 18th September 1909, is published for general information:

Presidency or Province,	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND	Northern	Bombay City	11	10
		Ahmedabad Town	1	2
		Ahmedabad District	18	14
		Kaira District	5	5
		Bulsar Port . . . . .	...	...
		Surat District	3	2
		Palanpur Agency . . . . .	...	...
		Mahi Kantha Agency	5	1
		Bassein Port . . . . .	...	...
		Kalyan . . . . .	...	...
		Thana	29	20
		Agashi . . . . .	...	...
		Bandra . . . . .	...	...
		Thana District . . . . .	...	...
	Central	East Khandesh District	6	26
		Poona City . . . . .	...	...
		Poona District	47	43
		Satara	223	167
	Southern	Alibag Port	6	2
		Panvel Port . . . . .	...	...
		Kolaba District	2	4
		Vengurla Port . . . . .	...	...
		Ratnagiri District . . . . .	...	...
		Belgaum	93	60
		Hubli Town	1	1
		Dharwar District	28	19
		Kanara . . . . .	...	...
		Savantvadi State . . . . .	...	...
		Bijapur District	45	34
		Karachi Town and Port	27	25
	Political Charges	Karachi District . . . . .	...	...
		Mandvi Port . . . . .	...	...
		Cutch State . . . . .	...	...
		Verawal Port . . . . .	...	...
		Porbandar Port	5	5
		Jamuagar Town and Port . . . . .	...	...
		Kathiawar Agency	17	17
		Kolhapur and Southern Maratha Country	173	125
		Billimora Port . . . . .	...	...
		Baroda State	135	111
		TOTAL	910	693

1998 SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909.

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
MADRAS PRESIDENCY	...	Salem District	10	11
		Coimbatore Town	114	76
		Coimbatore District	186 (a)	90 (a)
		Ootacamund Town	4	2
		Nilgiris District	1 (c)	1 (c)
		Mangalore Port . . . . .	...	...
		Calicut " . . . . .	...	1
		Malabar District	1 (c)	2 (b)
		North Arcot District . . . . .	...	...
		Chingleput " . . . . .	...	...
		Cuddapah District . . . . .	...	...
		Cochin State . . . . .	...	...
		Madras City	2 (c)	2 (c)
TOTAL			318	185
Presi-dency	Calcutta	Calcutta	10	9
		24-Parganas District . . . . .	...	...
		Jessore District . . . . .	...	...
		Nadia " . . . . .	...	...
		Murshidabad District . . . . .	...	...
		Khulna District . . . . .	...	...
BENGAL	Burdwan	Midnapore District . . . . .	...	...
		Burdwan " . . . . .	...	...
		Hooghly " . . . . .	...	...
		Howrah Town . . . . .	...	...
		Howrah District . . . . .	...	...
		Birbhum " . . . . .	...	...
Patna	Bankura	Bankura " . . . . .	...	...
		Saran District	37	30
		Gaya Town . . . . .	...	...
		Gaya District . . . . .	...	...
		Muzaffarpur District . . . . .	...	...
		Darbhanga " . . . . .	...	...
		Shahabad "	2	2
		Dinapore . . . . .	...	...
		Patna City . . . . .	...	...
		Patna District	18	17
		Champaran " . . . . .	...	...

(a) Six imported.

(b) One imported.

(c) Imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 1999

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
BENGAL	Bhagalpur	Monghyr Town . . . . .	...	...
		Monghyr District . . . . .	...	...
		Darjeeling " . . . . .	...	...
		Bhagalpur Town . . . . .	...	...
		Bhagalpur District. . . . .	...	...
		Purnea " . . . . .	...	...
	Chota Nagpur	Sonthal Parganas District . . . . .	...	...
		Palamau District . . . . .	...	...
		Manbhum " . . . . .	...	...
		Singhbhum " . . . . .	...	...
UNITED PROVINCES	Orissa	Hazaribagh " . . . . .	...	...
		Gangpur State . . . . .	...	...
	Meerut	Cuttack District . . . . .	...	...
		Sambalpur " . . . . .	...	...
	Agra	TOTAL	67	58
		Muzaffarnagar City . . . . .	...	...
		Aligarh City . . . . .	...	...
		Etawah City . . . . .	...	...
		Etawah District . . . . .	...	...
		Fatehgarh . . . . .	...	...
		Farrukhabad Town . . . . .	...	...
		Farrukhabad District	2	2
		Mainpuri District	9	5
		Agra District	7	3
Allahabad	Rohilkhand	Etah "	1	1
		Bareilly District	3	3
		Budaun District	2	1
	Benares	Moradabad District . . . . .	...	...
		Cawnpur City . . . . .	...	...
		Cawnpur District	2	2
	Gorakhpur	Ballia District	238	232
		Jaunpur City . . . . .	...	...
		Jaunpur District . . . . .	...	...
Lucknow	Gorakhpur	Ghazipur "	20	22
		Azamgarh City . . . . .	...	...
		Azamgarh District	35	23
		Gorakhpur City	11	11
	Lucknow	Gorakhpur District	40	40
		Unao District	10	8
		Rae Bareli District. . . . .	...	...

2000 SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 2001

Presidency or Province.	Division.	Districts, States and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BURMA	Mandalay	Mandalay Town . . . . .	...	...
		Maymyo Town . . . . .	...	...
		Mandalay District	5	5
		Bhamo . . . . .	...	...
		Katha	4	3
	Sagaing	Lower Chindwin District . . . . .	...	...
		Myingyan District . . . . .	...	...
		Meiktila District	10	7
	Nagpur	Yamethin District . . . . .	...	2
			TOTAL	42
		Nagpur City	423	371
		Kamptee Cantonment . . . . .	...	...
		Kamptee Town	5 (a)	3 (d)
		Nagpur District	107	83
		Wardha Town . . . . .	...	...
		Wardha District	3 (e)	3 (e)
		Chanda Town . . . . .	...	...
		Chanda District	1 (e)	1 (e)
CENTRAL PROVINCES (INCLUDING BERAR)	Jubbulpore	Bhandara Town . . . . .	...	...
		Bhandara District	31 (a)	28 (b)
		Balaghat Town	2 (e)	1 (e)
		Balaghat District . . . . .	...	...
		Jubbulpore Town . . . . .	...	...
		Jubbulpore Cantonment . . . . .	...	...
		Jubbulpore District . . . . .	...	...
		Damoh Town . . . . .	...	...
		Damoh District . . . . .	...	...
		Saugor Cantonment . . . . .	...	...

(a) Four imported.

(b) Five imported.

(c) Imported.

(d) Two imported.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL PROVINCES (INCLUDING BERAR)	Nerbudda	Khandwa Town . . . . .	...	...
		Burhanpur Town . . . . .	...	...
		Nimar District	2 (b)	4 (b)
		Pachmari . . . . .	...	...
		Hoshangabad Town . . . . .	...	...
		Hoshangabad District . . . . .	...	...
		Nursingpur Town . . . . .	...	...
		Nursingpur District . . . . .	...	...
		Betul . . . . .	...	...
		Chhindwara Town . . . . .	...	...
		Chhindwara District . . . . .	...	...
CHHATTISH-GARH	Chhattish-garh	Drug Town . . . . .	...	...
		Drug District . . . . .	...	...
		Bilaspur Town . . . . .	...	...
		Bilaspur District	1 (b)	1 (b)
		Raipur Town . . . . .	...	...
		Raipur District . . . . .	...	...
BERAR	Berar	Akola Town . . . . .	...	...
		Akola District	45	30
		Buldana Town . . . . .	...	...
		Buldana District	52	35
		Yeotmal Town . . . . .	...	...
		Yeotmal District . . . . .	...	...
		Ellichpur City . . . . .	...	...
		Amraoti Town . . . . .	...	...
		Amraoti District	68	36
		TOTAL	740	596
MYSORE STATE	...	Bangalore Civil and Military Station	14	13
		Bangalore City	7	8
		Bangalore District	7	5
		Mysore City	149	105
		Mysore District	55	30
		Hassan " . . . . .	...	...
		Kadar "	10	5
		Kolar "	2	1
		Kolar Gold Fields . . . . .	...	...
		Tumkur District	2	...
		Shimoga "	4	2
		Chitaldroog " . . . . .	...	...
HYDERABAD STATE.	...	TOTAL	250	169
		Raichur District	36(a)	20(a)
		TOTAL	36	20

(a) Figures for the period from 23rd August to 12th September 1909.
 (b) Imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 2003

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL INDIA	Indore City	• . . . .	...	...
	Indore State	•	213 } (a)	109 } (a)
	Indore Residency	•	5	...
	Ujjain City	• . . . .	...	...
	Gwalior "	• . . . .	...	...
	Gwalior State (portion in Bhopal).	• . . . .	...	...
	Dhar State	• . . . .	...	...
	Pathari "	• . . . .	...	...
	Malwa Agency	• . . . .	...	...
	Sundersi Pargana (in the Bhopal Agency)	• . . . .	...	...
	Nagode State	• . . . .	...	...
	Bhopal City	• . . . .	...	...
	Bhopal State	• . . . .	...	...
	Shahjahanpur Town	• . . . .	...	...
	Guaranteed Holding in Bhopal Agency	• . . . .	...	...
	Maksudangarh State	• . . . .	...	...
	Mhow Cantonment	• . . . .	...	...
	Neemuch "	• . . . .	...	...
	Orchha State	• . . . .	...	...
	Butlam City	• . . . .	...	...
	Butlam State	• . . . .	...	...
	Dewas Town	• . . . .	...	...
	Dewas State	• . . . .	...	...
	Narsingarh State	• . . . .	...	...
	Guaranteed Holdings in Malwa Agency	• . . . .	...	...
	Tonk State (portion in Central India)	• . . . .	...	...
	Baghelkhand Agency States.	• . . . .	...	...
	Rewa Town	• . . . .	...	...
	Rewa State	• . . . .	...	...
	Sehore Cantonment	• . . . .	...	...

(a) Figures for the week ending 11th September 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL INDIA	Sehore State . . . . .	..	..	..
	Datia City . . . . .	..	..	..
	Datia State . . . . .	..	..	..
	Sailana Town . . . . .	..	..	..
	Sailana State . . . . .	..	..	..
	Sitamar „ . . . . .	..	..	..
	Piploda „ . . . . .	..	..	..
	Bagli „ . . . . .	..	..	..
	Jhabua „ . . . . .	..	..	..
	Jaora Town . . . . .	..	..	..
	Jaora State . . . . .	..	..	..
	Agar Military Station . . . . .	..	..	..
	Manpur . . . . .	..	..	..
	Rajgarh State . . . . .	..	..	..
RAJPUTANA AND AJMER-MERWARA	Kurawai State . . . . .	..	..	..
	Barwani „ . . . . .	..	..	..
	Mewar State . . . . .	..	..	..
	Partabgarh State . . . . .	..	..	..
	Chitor (Udaipur) State . . . . .	..	..	..
	Tonk State . . . . .	..	..	..
	Marwar State (Jodhpur) . . . . .	..	..	..
	Jaipur City . . . . .	..	..	..
	Jaipur State . . . . .	..	17 (a)	15 (a)
	Kishangarh Town . . . . .	..	..	..
	Bikaner State . . . . .	..	..	..
	Jhalawar „ . . . . .	..	..	..
	Kotah „ . . . . .	..	..	..

(a) Figure for week ending 10th September 1909.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 2005

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
RAJPU- TANA AND AJMEE- MERWARA	Sirohi State . . . . .	.	...	...
	Shahpura , . . . . .	.	...	...
	Dholpur " . . . . .	.	...	...
	Alwar City . . . . .	.	...	...
	Alwar State . . . . .	.	2 (a)	1 (a)
	Beawar . . . . .	.	...	...
	Karauli State . . . . .	.	...	...
	Banswara Town . . . . .	.	...	...
	Banswara State . . . . .	.	...	...
	Bharatpur State . . . . .	.	...	...
	Ajmer City . . . . .	.	41 (a)	44 (a)
	Ajmer District . . . . .	.	...	...
	Deoli . . . . .	.	...	...
	Abu Road . . . . .	.	...	...
	Ajmer-Merwara District . . . . .	.	...	...
KASHMIR	Jammu District . . . . .	.	TOTAL	60
	Mirpur " . . . . .	.		60
	Kathua " . . . . .	.		...
			TOTAL	...

(a) Figure for week ending 10th September 1909.

2006 SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BALU-CHISTAN	...	Sonmiani . . . . .	...	...
		Hirok . . . . .	...	...
		Sibi . . . . .	...	...
		Fort Sandeman . . . . .	...	...
		Las Bela State . . . . .	...	...
		TOTAL . . . . .	...	...
		GRAND TOTAL	8,132	2,353

H. A. STUART,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Rainfall summary for the seven days ending at 8 hrs. on Thursday, the 23rd September 1909, based on the Indian Daily Weather Reports of the period.

Pressure was low in Burma at the beginning of the week, and a depression appeared in the interior districts causing the Bay current to concentrate its rainfall in that province at the expense of northeast India. On the 19th the depression moved westwards into the north of the Bay, and travelling in a westerly direction gave moderately heavy rain in the province of Bengal (excluding Bihar), the Central Provinces and Berar. On the 23rd it was shown as a very shallow diffused depression lying over the west of the Central Provinces. The rainfall of the week was above the average in the divisions affected by the depression and on the Konkan coast, but was in general defect over the rest of the Indian region. The Arabian Sea current strengthened on the 20th and from that date rainfall was of daily occurrence on the west coast of the peninsula.

Burma.—Fairly general rain was reported on the 19th: on the remaining days rainfall occurred chiefly in Lower Burma. Skies were moderately to heavily clouded. Mean temperature was approximately normal.

Northeast India, including Orissa.—Assam was practically rainless and in the rest of the division rain fell chiefly in the latter half of the week. Skies were moderately to heavily clouded on most days in deltaic Bengal and Orissa, and were clear or only lightly clouded in the northern districts. Maximum temperature was generally in excess in Assam and the north of Eastern Bengal.

The United Provinces, Central India and the Central Provinces.—Only scattered showers occurred in the east of the United Provinces and Central India, but at the end of the week the depression from the Bay gave nearly general rain in the Central Provinces. Skies were clear or only lightly clouded in the United Provinces and lightly to heavily clouded elsewhere. Weather was cooler than usual in the Central Provinces.

Northwest India.—Surat was the only station that reported rain, and skies were free from cloud over the greater part of the division. Temperature was normal or in defect, the deficiency occurring chiefly in Rajputana.

The Peninsula.—Rainfall was of daily occurrence on the west coast from the 19th: it also occurred at the end of the week in Hyderabad and the south of the Bombay Deccan. Skies were clear or only lightly clouded up to the 20th, when cloud increased and became moderate to heavy for the rest of the week. Temperature did not differ much from the normal.

The following summarises the chief rainfall amounts as reported at 8 hrs. each day :—

September 17th. Benares 1.93, Trichinopoly 1.80" and Cuddalore 2.92".

," 18th Port Blair 2.05", Mergui 5.36", Tavoy 4.82", Moulmein 2.80", Toungoo 2.83" and Lashio 2.12".

September 19th. Port Blair 4.29", Mergui 3.22" and Tavoy 2.75".

" 20th. Akyab 2.80", Monywa 1.83", Berhampore 2.57" and False Point 2.50".

" 21st. Moulmein 3.67", Minbu 3.15", Saugor Island 2.78", Calcutta 2.50", Berhampore 2.07", Balasore 2.37" and Chaibassa 3.00".

" 22nd. Bassein 2.50", Akyab 3.60", Ranchi 2.32", Sambalpur 5.62", Raipur 4.05" and Bombay 2.05".

" 23rd. Akola 2.11", Amraoti 2.61", Seoni 2.86", Nagpur 2.24" and Chanda 2.10".

The week's rainfall has had the effect of decreasing the deficiency shown last week in seasonal rainfall in the Central Provinces, but in Central India and Baluchistan rainfall continues 20 per cent or more in defect. These are however the only areas in which the deficiency amounts to as much as 20 per cent. An excess of 20 per cent or more is shown in Bengal proper, Rajputana, the east and north of the Punjab, the North-West Frontier Province, Mysore, the Madras Deccan and the southeast of Madras.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 2009

DIVISION.	RAINFALL DATA FOR WEEK ENDING ON 23RD SEPTEMBER 1909.			RAINFALL DATA FROM 30TH APRIL 1909 TO 23RD SEPTEMBER 1909.				SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
	Average actual rainfall in inches.	Average normal rainfall in inches.	Excess or deficit in inches.	Average actual rainfall of season to date in inches.	Average normal rainfall in inches.	Excess or deficit in inches.	This week.	Last week.	
	2	3	4	5	6	7	8	9	
Bay Islands	9.0	5.4	+ 3.6	95.5	81.5	+ 14.0	+ 17	+ 14	
Lower Burma	8.5	5.0	+ 3.5	133.4	124.8	+ 8.6	+ 7	+ 4	
Upper Burma	2.9	1.6	+ 1.3	36.4	33.9	+ 2.5	+ 7	+ 4	
Assam	0.2	2.6	- 2.4	67.6	71.5	- 3.9	- 5	- 2	
Eastern Bengal	1.0	3.1	- 2.1	72.7	70.0	+ 2.7	+ 4	+ 7	
Bengal	3.7	2.4	+ 1.3	62.1	49.3	+ 12.8	+ 26	+ 25	
Orissa	4.4	2.6	+ 1.8	50.4	51.7	- 1.3	- 3	- 6	
Chota Nagpur	3.6	2.2	+ 1.4	46.4	45.3	+ 1.1	+ 2	- 1	
Bihar	1.0	2.2	- 1.2	52.5	45.8	+ 6.7	+ 15	+ 18	
United Provinces, East	0.7	1.3	- 0.6	40.2	37.3	+ 2.9	+ 8	+ 10	
United Provinces, West	0.5	1.2	- 0.7	42.2	39.3	+ 2.9	+ 7	+ 9	
Punjab, East and North	0	0.6	- 0.6	26.6	21.5	+ 5.1	+ 24	+ 28	
Punjab, South-west	0	0.2	- 0.2	7.5	7.9	- 0.4	- 5	- 3	
Kashmir	0	0.1	- 0.1	5.7	4.8	+ 0.9	+ 19	+ 21	
N. W. Frontier Province	0	0.1	- 0.1	6.8	5.4	+ 1.4	+ 26	+ 28	
Baluchistan	0	0	0	0.2	1.3	- 1.1	- 85	- 85	
Sind	0	0.1	- 0.1	4.4	5.1	- 0.7	- 14	- 14	
Rajputana, West	0	0.3	- 0.3	19.3	11.0	+ 8.3	+ 75	+ 80	
Rajputana, East	0	0.6	- 0.6	28.6	21.7	+ 6.9	+ 32	+ 36	
Gujarat	0	0.9	- 0.9	29.6	25.3	+ 4.3	+ 17	+ 21	
Central India, West	0.8	1.2	- 0.4	22.1	29.2	- 7.1	- 24	- 24	
Central India, East	1.1	1.2	- 0.1	32.0	40.1	- 8.1	- 20	- 21	
Berar	2.4	1.4	+ 1.0	26.7	27.9	- 1.2	- 4	- 8	
Central Provinces, West	2.4	1.4	+ 1.0	36.0	43.7	- 7.7	- 18	- 21	
Central Provinces, East	3.4	2.1	+ 1.3	39.2	46.8	- 7.6	- 16	- 20	
Konkan	2.9	2.0	+ 0.9	87.2	91.0	- 3.8	- 4	- 5	
Bombay Deccan	0.3	1.3	- 1.0	23.4	22.1	+ 1.3	+ 6	+ 11	
Hyderabad, North	0.4	1.6	- 1.2	27.0	29.3	- 2.3	- 8	- 4	
Hyderabad, South	0.2	1.6	- 1.4	26.7	24.9	+ 1.8	+ 7	+ 14	
Mysore	0	1.2	- 1.2	23.4	17.9	+ 5.5	+ 31	+ 40	
Malabar	1.5	1.7	- 0.2	94.5	80.4	+ 14.1	+ 18	+ 18	
Madras, South-east	0.9	0.8	+ 0.1	17.4	11.8	+ 5.6	+ 47	+ 50	
Madras Deccan	0.2	1.3	- 1.1	23.3	17.2	+ 6.1	+ 35	+ 45	
Madras Coast, North	0.1	1.6	- 1.5	25.6	21.9	+ 3.7	+ 17	+ 25	

GEORGE C. SIMPSON,
for Director-General of Observatories.
R. W. CARLYLE,
Secretary to the Government of India.

SIMLA;
The 23rd September 1909.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,
18th September 1909.

Burma.—The rainfall during the week was practically general. It was heavy along the Arakan coast; light in the dry zone; and moderate elsewhere. Transplanting of winter rice is completed in most districts and is approaching completion in the rest. Reaping of autumn sesamum and sowing of winter sesamum continue. In Prome and parts of Thayetmyo, crops are in want of rain. In Katha, higher lands have been left fallow owing to insufficient rain. In Tharrawaddy, crops in inundated tracts have been largely destroyed by floods. In Maubin, floods have partly subsided. In Myaungmya, slight damage has been done by insects in two townships. In Thaton and Amherst, areas which were destroyed by floods are being replanted but in Pegu only partial replanting in flooded tracts has been found possible and is in progress. The probable area destroyed by floods in Kyaukse is now reported at about 34,000 acres. On the whole crop prospects continue to be good. The price of unhusked rice has fallen considerably in two districts. Variations are inconsiderable in five districts and prices are stationary elsewhere.

Eastern Bengal and Assam.—The rainfall during the week was scanty and the mean temperature has risen considerably. Prospects of tea have been greatly improved. Darrang, Nowgong, Lakhimpur and Kamrup want more rain for winter rice. Reaping of *jhum* rice in the hills and ploughing of fields for mustard and pulses in the plains have commenced. Harvesting of jute and transplantation of winter rice are nearly finished. Plucking of tea continues. Prospects of standing crops are, on the whole, fair. The average price of common rice has fallen by one per cent. Cattle disease prevails in several districts.

Bengal.—The rainfall during the week was general. It was heavy in Manbhum and also in Hazaribagh; moderate in the 24-Parganas, Darjeeling and Ranchi; and light elsewhere. More rain is wanted for winter paddy in Bhagalpur, Purnea, Angul and Sambalpur. Damage has been done to standing crops by the recent floods on low-lying tracts in Burdwan, Midnapore, Hooghly, Howrah, Murshidabad and Khulna. Insect-pests are doing injury to autumn rice in Sambalpur. Harvesting of autumn crops is in progress. Prospects are, on the whole, fair. The price of common rice has risen slightly in Nadia and Balasore and has fallen in the 24-Parganas, Murshidabad, Jessor, Khulna, Patna, Gaya, Saran, Champaran, Muzaffarpur, Angul, Puri, Hazaribagh, Ranchi and Singhbhum. Cattle disease is reported from several districts. The fodder and water supply is sufficient throughout the Province.

United Provinces.—Useful rain fell in the eastern districts, the Allahabad division and South Oudh. Standing crops are flourishing. Harvesting of early autumn crops continues. Cotton is being picked. Fields are being prepared for spring sowings and early sowings have commenced in a few places. The condition of agricultural stock is generally good but cattle disease is reported from twenty-four districts. Markets are well supplied. Prices have fallen in twenty districts. Famine relief of all kinds has been closed.

Punjab.—Rain was received only in parts of Ambala and Sialkot. The condition of standing crops is generally good. Harvesting of certain autumn crops, such as bulrush millet, rice and maize, is in progress in some districts. Ploughings for and sowings of spring crops are in progress in certain districts. Crops are being damaged by grass-hoppers in Ambala and Gujranwala, by locusts in Mianwali and by rats in Ferozepore and Gujranwala; and crops on low-lying and riverain lands have been damaged by the recent rains and floods in Ferozepore. Prices have fallen in four districts and are unchanged elsewhere. Cattle are in good condition. Fodder is sufficient. Complaints of a short water supply continue to be received from the Samundri tahsil of the Lyallpur district.

North-West Frontier Province.—No rain fell during the week. Spring crops are being sown. The condition of standing crops is, on the whole, fairly good in Peshawar and average elsewhere. The outturn of fruits and vegetables is average in the Peshawar tahsil. Malarial fever is prevalent in the Charsadda and Swabi tahsils of Peshawar. Otherwise, the health of people is good. Cattle disease is reported from three villages. Fodder and water are sufficient. Irrigation from the Paharpur canal has been stopped owing to shortage of supply and rivers are subsiding. Prices are improving slightly. Prices :—wheat $10\frac{1}{2}$ to 12; maize 13 to $16\frac{1}{2}$; gram $13\frac{1}{2}$ to 15; *bajra* 13 to $14\frac{1}{2}$; and barley $19\frac{1}{2}$ seers per rupee.

Jammu.—No rain fell during the week. Prices are fluctuating. Wheat sells from 10 $\frac{1}{2}$ to 17 and maize from 14 to 24 seers per rupee. The condition of standing crops is good. Cattle disease of mild type prevails in a few tahsils. Fodder is sufficient.

Kashmir.—The weather is generally bright. Some areas are still under water on account of the last flood. The condition of present crops is average. There is no disease among cattle. Fodder is sufficient. Prices are unchanged.

Rajputana.—Showers of rain were received in places. Standing crops and prospects are good. Harvesting of autumn crops and ploughing of land for spring crops have commenced in most places. Cattle disease prevails in places in Mewar and Merwara. Pasturage and fodder are ample. Prices are steady or falling everywhere except in Karauli and Dholpur.

Central India.—The rainfall was partial in Bhopal and general elsewhere. Harvesting of autumn crops is in progress in Gwalior, Bhopal, Baghelkhand and Bhopawar. Crops have been damaged slightly in parts of Indore and Bhopawar. Agricultural stock are satisfactory except for some cattle disease in parts of Gwalior, Indore, Baghelkhand, Bundelkhand and Bhopawar. Prices have fallen slightly in Malwa; they are fluctuating in Indore and are stationary but high elsewhere.

Central Provinces.—No rain fell during the week in Chhindwara, Nagpur, Bhandara, Wardha and Yeotmal. Narsinghpur had good showers amounting to $4\frac{1}{2}$ inches. In the remaining districts the quantity registered ranged from 2 cents in Seoni to $1\frac{1}{2}$ inches in Saugor. More rain is required in the rice districts, especially for crops on light soil or high-lying land. Harvesting of early rice in Chanda and Balaghat and of minor crops in Jubulpore, Narsinghpur, Hoshangabad, Nimar, Betul and Chhindwara continue. Preparation of land for sowing of spring crops is in progress. *Til* has not germinated well in the Harda tahsil of Hoshangabad and has been slightly damaged by insects in the Warora tahsil of Chanda. Elsewhere, the condition of autumn crops is good. Fodder and water are sufficient everywhere. Agricultural stock are in good condition. Prices :—wheat in Mandla, gram in Chanda and *juar* in Akola, Amraoti and Buldana fell by 1 to $1\frac{1}{2}$ seers per rupee. Elsewhere fluctuations were unimportant.

Feudatory States.—Rain is reported from nine States ranging from 6 cents in Khairagarh to 2 inches in Sakti. More rain is needed, especially in Kawardha, Khairagarh, Raj-Nandgaon, Kanker and Sarangarh. The early rice crop is in ear in Raigarh, Sarangarh and Sakti and is being cut in Koregaon and Jashpur. Preparation of land for spring sowings is in progress. Insects continue to do damage in Kawardha and Sakti. The condition of standing crops is generally good. Fodder and water are adequate. Prices :—wheat rose in Sarangarh and fell in Kawardha by 1 seer per rupee. Rice fell by 1 seer in Kawardha and Kanker and fell by the same amount in Koregaon. *Kodon* rose by a seer in Raj-Nandgaon. There were no marked fluctuations elsewhere.

Bombay.—The rainfall during the week was heavy in Kathiawar; moderate in Thar and Parkar, Kanara and Mahi Kantha; and slight throughout the rest of the Presidency Proper. The rainfall was general and sufficient but more is needed in parts of Karachi, Kaira, Kanara, West Khandesh, Nasik, Poona, Satara, Belgaum, Dharwar and Kolhapur. Standing crops are suffering from insufficient moisture in a few tracts in Nasik

and Poona. They have been damaged slightly by rats in Karachi and Hyderabad; by insects in parts of Sind Nasik, Poona and Dharwar; and are generally good elsewhere. Harvesting has commenced in Hyderabad, Thar and Parkar, Gujarat, the Konkan, Khandesh, Poona, Satara, Belgaum, the Gujarat Native States, Savantvadi and Kolhapur. Lands are being prepared for spring crops in parts of Sind, Ahmedabad, Broach, the Deccan, Baroda, Mahi Kantha and Rewa Kantha. Sowing of spring crops is in progress in parts of Gujarat, the Deccan, Bijapur, Belgaum, Baroda, Palanpur, Cutch and Kolhapur. Sowing of cotton continues in Ahmedabad, Surat, the Karnatak and Kolhapur. The fodder supply is generally adequate. Agricultural stock are sufficient except in Poona, Sholapur, Satara and Cutch and are generally in good condition. Drinking water and water for irrigation are generally adequate. Grain stocks are adequate. Prices have fallen slightly in Larkana, the Upper Sind Frontier, Ahmedabad, Broach, Surat and Ahmednagar; have risen slightly in East Khandesh and Bijapur; and are generally stationary elsewhere. The quantity purchasable per rupee is in Sind 22 to 40 per cent; in Gujarat 10 to 37 per cent; in the Konkan 4 to 35 per cent; in the Deccan 8 to 24 per cent; and in the Karnatak 19 to 38 per cent less than the normal. There are 70 persons on gratuitous relief in Bijapur.

Hyderabad.—The rainfall during the week was 7 cents. The rain was scanty. The Raichur and Medak districts received an average fall of 44 and 46 cents respectively. In seven districts the average ranged between 2 and 9 cents, while the remaining districts received no rain. Autumn crops are generally fair to good but have been damaged somewhat by excessive rain in parts of the Nalgonda taluka. Harvesting of the crop has begun in parts. Lands are under preparation for spring crops in most districts and sowings continue. More rain is required for purposes of the spring crop in parts of different districts. Early rice sowings are nearing completion. The crop is generally fair to good though it requires more rain in isolated tracts. Prospects are satisfactory in the Raichur district. The rainfall of 2 inches 72 cents in Koppal in the Salar Jang Estate has improved prospects considerably and no rain is required there for the present. Cattle disease prevails in seven talukas. Prices:—wheat 6 $\frac{1}{2}$; coarse rice 7 $\frac{1}{2}$; and *juar* 14 $\frac{1}{2}$ seers per rupee. White *juar* is selling in Hyderabad City at 13 seers per rupee. Yellow *juar* is not available. The highest price in districts is 9 seers in each of the talukas Paloncha and Adilabad and the lowest 28 seers in the Nilanga taluka of the Bidar district.

Mysore.—The rainfall during the week was slight. Prices of food grains are generally steady. Standing crops are in good condition. Prospects of the season are good. Cattle are generally healthy. Water and fodder are available.

Coorg.—The rainfall during the week was 79 cents. Picking of cardamom has commenced. The public health is fair. Prices of food grains are high. Water and fodder for cattle are sufficient.

Madras.—The rainfall during the week was good in Tanjore, South Canara, South Arcot, Vizagapatam and Ganjam; *nil* in Guntur and Tinnevelly; and light to fair elsewhere. Irrigation supplies are sufficient except in parts of Ganjam, Bellary, Nellore, Madura, Tinnevelly and South Canara. Ploughing, sowing, weeding and transplanting are in progress in parts. Standing crops are fair to good but some in parts of Bellary and Salem have been damaged by locusts or by caterpillars. Harvests continue in parts with outturn mostly fair to normal. Pasture is sufficient except in parts of Tinnevelly. Fodder is scanty in parts of Godavari, Bellary, Cuddapah and South Canara. The condition of cattle is generally good. The price of rice is stationary in thirteen districts and has fallen in ten. The prices of millets have fluctuated as follows:—*Ragi* is stationary in six districts; has fallen in thirteen; and has risen in two. *Cholam* is stationary in five districts; has fallen in eight; and has risen in one. *Cumbu* is stationary in three districts; has fallen in ten; and has risen in two. The public health is generally good. Prospects are generally good. The condition of the labouring classes is good and employment is available. Grain stocks are generally sufficient.

R. W. CARLYLE,
Secretary to the Government of India.

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909. 2013

Statement of Approximate Gross Earnings of Indian
Railways.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.— As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RESULTS OF WORKING DURING 2ND-HALF OF YEAR.

RESULTS OF WORKING DURING 2ND-HALF OF YEAR.																RESULTS OF WORKING FOR OFFICIAL YEAR.				
AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.		Total earnings for week ending		Earnings per mile open for week.		Total earnings from 1st July to 11th September 1909.		Increase.		Decrease.		Total earnings from 1st April to 11th September 1909.		Increase.		Decrease.		
During and-half of 1908.		During official year 1908-09.		12th September 1908.		11th September 1909.		12th September 1908.		11th September 1909.		Increase.		Decrease.		12th September 1908.		11th September 1909.		
R	R	Miles.	Miles.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
RAILWAYS.																				
State and Guaranteed Railways.																				
Bengal-Nagpur (including 2' 6" gauge lines)	222	243	2,123	2,350	4,46,553	4,35,000	210	185	43,56,351	41,91,000	1,65,351	1,12,71,451	1,21,56,000	8,84,549	***	***	***	20,564		
Bezwada Extension	281	307	21	21	5,495	4,200	262	200	61,375	58,300	3,075	1,61,564	1,41,000	***						
Bombay, Baroda and Central India (incldg. V.-Wadhwan S'ection 3' 3½" gauge)	679	791	504	514	3,05,84	3,09,000	607	613	29,43,620	23,58,000	4,14,380	25,385	1,38,297	99,25,000	7,52,946	***				
Nagpur-Muttra	36	33	139	313	4,702	8,00	31	26	45,515	70,000	51,23,000	98,314	1,06,11,597	1,81,000	42,703	***				
Eastern Bengal (incldg. 3' 3½" and 2' 6" gauge lines)	460	405	1,274	1,497	5,10,838	6,04,000	401	444	50,32,680	22,72,754	3,67,54,796	34,50,000	1,80,98,797	1,93,63,000	1,26,4203	***	22,49,796			
East Indian Peninsula	652	674	2,338	2,338	14,62,127	13,04,000	625	558	1,59,92,764	1,37,20,000	69,05,000	5,37,053	25,973	6,97,682	6,15,000	***	82,682			
Agra-Delhi Chord	493	570	1,6,6	1,6,6	5,85,910	6,53,000	305	407	220	278,973	2,52,000	13,632	15,000	(a) 1,368	(a) 1,368	27,390	25,932	***		
Baran-Kota	214	219	126	126	20,020	27,703	1,100	15	27	1,368	15,000	15,79,727	14,09,000	1,79,727	45,09,000	40,91,000	***	4,18,212		
India Midland (incldg. Bhopal-Itarsi)	10	11	13	40	141,153	145,000	154	158	158	158	1,75,389	1,75,389	1,75,389	1,75,389	1,75,389	1,75,389	1,75,389	14,389	14,389	
Madras and Southern Mahratta (including 3' 3½" gauge lines)	192	214	916	916	2,542	2,578	4,62,149	5,06,000	182	196	50,56,54	53,68,000	3,11,446	1,29,64,671	1,33,86,000	4,21,329	***			
North-Western (including 2' 6" gauge lines)	202	219	3,614	3,670	9,93,751	11,06,000	275	301	1,05,12,080	1,40,73,000	35,66,920	35,66,920	2,49,12,080	2,49,12,080	3,33,74,000	82,34,711	***			
Oudh and Rohilkhand (incldg. C.-Burhwal 3' 3½" link)	279	299	1,298	1,298	2,43,00	2,43,00	171	187	26,84,287	27,38,000	53,61,3	53,61,3	71,62,573	74,40,000	2,77,427	2,77,427	***			
Hardwar-Dehra	233	233	32	32	5,600	5,173	162	175	62,408	57,800	4,608	4,608	1,75,389	1,75,389	1,75,389	1,75,389	1,75,389	1,75,389		
Assam-Rengal	119	118	771	771	82,425	1,16,000	107	150	8,27,443	8,90,000	52,558	52,558	1,46,011	1,46,011	1,39,704	1,39,704	1,65,000	25,436	***	
Perwada-Masulipatam	105	122	49	52	3,999	6,600	82	127	49,380	28,51,518	27,76,000	27,76,000	12,531	12,531	76,91,045	76,91,045	80,19,000	31,27,955	***	
Burma	204	241	1,475	1,527	2,80,275	2,68,000	190	176	1,25,480	1,38,000	1,38,000	1,38,000	2,12,000	2,12,000	3,25,164	3,25,164	35,20,000	26,856	***	
Jodhpur-Hyderabad (British Section)	107	111	124	124	14,109	13,500	114	109	86	17,300	83	83	12,425	12,425	6,74,725	6,74,725	71,4,000	39,275	***	
Lucknow-Bareilly	133	159	200	200	200	16,679	17,300	118	118	5,93,900	4,72,000	4,72,000	4,72,000	1,21,900	1,21,900	13,90,950	13,90,950	11,17,060	2,73,950	***
Mysore	146	146	401	401	61,639	47,490	154	154	6,000	4,540	6,000	6,000	1,460	1,460	20,317	20,317	24,900	4,583	***	
Pa. Amapur-Deesa	40	52	17	17	453	600	27	35	8,27,443	8,90,000	52,558	52,558	1,46,011	1,46,011	1,39,704	1,39,704	1,65,000	25,436	***	
Rajputana M.Iwa (including Golhra-Rutlam-Nagda)	223	245	1,914	1,913	3,48,732	3,41,000	182	178	38,62,000	37,91,103	41,375	41,375	1,05,09,947	1,05,09,947	1,39,704	1,39,704	1,65,000	2,49,053	***	
5' 6" gauge)	286	375	1,396	1,395	3,75,455	3,85,000	273	276	40,59,000	1,32,785	2,07,897	2,07,897	92,42,654	92,42,654	3,37,705	3,37,705	48,1,346	19,705	***	
South India (including 5' 6" and 2' 6" gauge lines)	122	130	103	103	11,398	12,800	111	124	1,34,000	1,24,420	6,420	6,420	2,59,431	2,59,431	3,18,000	3,18,000	20,431	20,431	***	
Tanjore Dist. Board	118	117	108	108	12,097	11,100	112	103	11,9,000	13,74,076	1,83,076	1,83,076	37,29,716	37,29,716	35,02,000	35,02,000	2,27,716	2,27,716	***	
Travancore Branch	180	200	774	775	1,08,654	1,03,000	140	133	1,76,000	19,735	2,135	2,135	42,373	42,373	42,100	42,100	***	273	***	
Tirhoot State																				
Total	302	322	24,706	23,887	64,89,295	67,35,800	272	273	6,89,34,182	7,12,78,600	23,44,418	23,44,418	17,30,01,991	18,31,42,300	1,01,40,309	1,01,40,309	***	***	***	

SUPPLEMENT TO THE GAZETTE OF INDIA, SEPTEMBER 25, 1909.

2015

All other Railways.

Amritsar-Patti	28	105	107	52,956	41,500	11,460	96,337	1,01,000	4,643	***			
Bhopal-Ujjain	128	114	114	2,946	8,814	75	1,28,478	95,300	33,178	3,44,264			
Bina-Goona-Baran	134	148	148	3,816	6,600	26	45	47,700	1,95,310	1,39,000			
Dehi-Umballa-Kalka	30	162	162	34,179	41,600	211	257	3,72,973	9,42,393	9,29,000			
Jammu-Kashmir (Native State Section)	98	16	16	1,155	1,100	72	69	13,452	14,200	37,832			
Kolar Gold-fields	417	10	10	3,683	2,600	260	36,504	27,200	9,304	8,484			
Ludhiana-Dhuri-Jakhai	152	79	79	12,155	8,300	153	1,21,347	1,04,000	17,347	61,900			
Nagda Ujjain	104	34	34	2,584	1,800	76	53	30,142	12,642	1,46,000			
Nizam's Guaranteed State	241	334	334	68,935	65,400	206	190	7,40,583	46,583	20,49,174			
Petad-Cambay	111	34	34	5,194	3,300	153	97	36,047	36,300	253			
Rajpura-Bhatinda	197	107	107	17,608	18,600	165	174	2,17,739	1,94,000	23,739			
Southern Punjab.	148	425	425	53,953	49,500	127	116	6,24,000	46,583	14,97,111			
" Ludhiana " extension	92	97	155	12,650	11,300	82	73	1,60,414	1,58,000	3,75,439			
Tapti Valley	107	132	155	10,071	8,800	65	57	1,03,602	25,702	3,73,651			
Tarkesur	262	305	22	5,101	5,600	232	255	60,594	6,894	1,61,923			
Ahmedabad-Dholka	59	71	34	1,900	1,600	56	47	19,441	19,200	241			
Ahmedabad-Parantij	85	104	55	4,724	3,900	86	71	42,339	42,900	541			
Bengal and North-Western	137	157	1,017	1,092	98,414	1,01,000	97	94	12,58,070	12,07,000	51,070		
Bengal Dooars	146	133	153	17,261	23,800	113	156	2,14,070	2,39,000	24,330			
Bhavnagar-Gondal-Junagadh-Porbandar	101	122	459	459	47,436	40,100	103	87	4,28,618	3,92,000	36,618		
LIBHU-SADIYA Gaekwar's Mehsana (including Vijapur-Kalol-Kadi)	259	250	78	19,316	23,100	248	296	2,12,070	2,13,000	930			
67	106	134	178	9,410	9,100	70	51	86,644	1,09,000	22,356			
Hyderabad-Godavari Valley	126	156	392	392	39,377	36,300	100	93	4,35,718	3,90,000	45,718		
Iajpur	28	31	73	73	1,370	1,800	19	25	18,117	18,200	83		
Jodhpur-Bikaner	63	72	769	713	36,033	42,300	51	59	4,09,680	4,63,000	53,320		
Kolhapur	123	146	29	3,478	4,800	126	166	35,822	47,300	11,478			
Mirpur Khas-Jhudo (b)	...	...	50	...	1,000	20	20	8,500	8,500	1,00,867	
Morvi (including Vankamer-Morvi 2' 6" gauge)	93	102	93	10,031	6,500	108	70	95,902	76,500	19,402			
Mymensingh-Jamalpur-Jagannathganj	160	157	54	7,850	8,600	145	159	68,438	62,100	6,328			
Rohilkund and Kumaon	98	113	214	214	19,900	19,900	93	93	2,24,805	2,28,000	3,195		
Sangli	108	138	5	562	800	112	160	6,203	9,000	2,797			
Shorarur-Kochin	127	136	65	65	9,322	9,800	143	151	74,064	99,700	15,874		
Udaipur-Chitor	56	71	67	67	3,007	3,200	45	48	31,699	32,100	401		
Barsi	93	106	79	78	5,336	7,200	68	92	1,26,000	44,678	2,04,298		
Cooch-Bihar	111	113	34	34	2,859	3,100	84	91	36,287	8,811	7,287		
Gaekwar's Dabhol	71	96	94	94	8,455	7,000	90	74	69,800	8,859	86,448		
Rajpura	33	42	37	37	1,51	1,200	31	32	11,541	12,400	2,34,523		
Darjeeling-Himalayan	360	363	51	51	16,243	17,000	318	333	1,61,685	1,75,000	13,335		
TOTAL	125	140	5,749	5,921	6,11,100	105	103	67,07,717	66,14,000	93,717	1,84,86,400		
GRAND TOTAL	268	287	29,636	30,627	70,95,564	73,46,900	239	240	7,78,92,600	22,50,701	19,15,27,112	20,16,28,700	1,01,01,588

(a) From 1st July 1908.

(b) Opened from 2nd May 1909.

Simla, the 23rd September 1909.

C. F. ANDERSON, Captain, R.E.,
for Secretary, Railway Board.

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRINTING OFFICE, Simla.



SUPPLEMENT TO
The Gazette of India.

No. 40.} CALCUTTA, SATURDAY, OCTOBER 2, 1909.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the Gazette may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta, or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

NOTIFICATION.

Simla, the 21st September 1909.

No. 282.—The following is published for general information:—

No. 1607 R. T.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 30th August 1909.

Revised General Rules for working the Darjeeling-Himalayan Railway.

READ—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Department of Commerce and Industry, notification No. 801, dated the 24th March 1905.

Railway Board's notification No. 96, dated the 27th March 1908, and Railway Board's resolution No. 553 R. T., dated the 19th March 1908.

READ ALSO—

- Letter No. G. 2262, dated the 30th July 1908, from the General Manager, Darjeeling-Himalayan Railway.
- Railway Board's letter No. 1483 R. T., dated the 12th August 1908, to the General Manager, Darjeeling-Himalayan Railway.
- Railway Board's memorandum No. 1484 R. T., dated the 12th August 1908, to the Senior Government Inspector of Railways, Circle No. 2, Calcutta.
- Letter No. 2452 G., dated the 22nd August 1908, from the General Manager, Darjeeling-Himalayan Railway.
- Letter No. 3075 G., dated the 7th November 1908, from the General Manager, Darjeeling-Himalayan Railway.
- Letter No. 2120 R., dated the 19th November 1908, from the Secretary to the Government of Bengal, Railway Department.
- Railway Board's memorandum No. 2081 R. T., dated the 30th November 1908, to the Senior Government Inspector of Railways, Circle No. 2, Calcutta.
- Letter No. 1, dated the 7th January 1909, from the Senior Government Inspector of Railways, Circle No. 2, Calcutta.
- Letter No. 394 R., dated the 2nd March 1909, from the Secretary to the Government of Bengal, Railway Department.
- Railway Board's letter No. 478 R. T., dated the 12th March 1909, to the Senior Government Inspector of Railways, Circle No. 2, Calcutta.
- Letter No. 397, dated the 12th May 1909, from the Senior Government Inspector of Railways, Circle No. 2, Calcutta.
- Railway Board's letter No. 946 R. T., dated the 27th May 1909, to the Senior Government Inspector of Railways, Circle No. 2, Calcutta.
- Letter No. 431 T. R., dated the 29th June 1909, from the Secretary to the Government of Bengal, Railway Department.

RESOLUTION.—The General Manager of the Darjeeling-Himalayan Railway Company has applied for the adoption on the Darjeeling-Himalayan Railway of the accompanying General Rules, Part I, for working the line.

2. In exercise of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, the Railway Board sanction, under section 47, sub-sections (1) and (3), of the Indian Railways Act, 1890 (IX of 1890), and in supersession of the General Rules, Part I, annexed to the Railway Board's resolution No. 553 R. T., dated the 19th March 1908, the adoption on the Darjeeling-Himalayan Railway of the accompanying General Rules, Part I, for working the line.

ORDER.—Ordered that this resolution, with its enclosures, be published under a notification in the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this resolution and of its enclosures be communicated to the Secretary to the Government of Bengal, Railway Department, and the Senior Government Inspector of Railways, Circle No 2, Calcutta, for information.

By order,

R. C. F. VOLKERS,
Secretary, Railway Board.

Documents accompanying.

General Rules Part I referred to.

[Enclosures to Government of India, Railway Department (Railway Board), resolution No. 1607 R. T., dated the 30th August 1909.]

DARJEELING-HIMALAYAN RAILWAY.

PART I.

CONTENTS.

PART I.—RULES FOR THE GUIDANCE OF RAILWAY SERVANTS.

CHAPTER I.

PRELIMINARY.

RULE.

1. Definitions.
2. Classification of Stations

CHAPTER II.

SIGNALS.

A.—GENERAL PROVISIONS.

3. General use of signals.
4. Kinds of signals.
5. Use of night signals by day.

B.—FIXED SIGNALS.

- 6 & 7. Description of Disc signals.
8. Description of Banner flag.

C.—HAND SIGNALS.

9. Hand signals how made.
10. Stop signal how given.
11. Proceed with caution signal, when made and how given.
12. Proceed signal how given.
13. Signals for shunting.
14. Signals to be kept ready for use.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

15. Standard time.
16. Adherence to advertised time.
17. Passenger train not to stop where not advertised to call.
18. Notice of running.
19. Single line working.
20. Two trains not to enter station at same time on a single line.
21. Permission to approach, and authority to proceed.
22. Pushing engine.
23. Engine running cab foremost.
24. Guards, Jamadar-Brakesman and Brakesmen, position in train.
25. Means of communication between Guards and Drivers.
26. Loading.
27. Couplings.
28. Dangerous vehicles.
29. Dummy truck.
30. Private engines and vehicles.

(BRAHMIN YAWALI) WORKING OF TRAINS GENERALLY—*contd.*

RULE.

31. Train lights.
32. Indication that a train is complete.
33. Limits of speed generally.
34. Limit of speed through facing points.
35. Care of facing points when train runs through station without stopping.
36. Working of ballast trains.
37. Warning before moving a ballast train.
38. Control of shunting.
39. Moving of vehicles so as to obstruct running road.
40. Shunting on steep gradient.
41. Use and locking of scotch blocks.
42. Fly shunting.
43. Working in case of accident or failure of electric connections.
44. Scotch blocks to be approached with caution.

TRAINS STOPPED BETWEEN STATIONS BY ACCIDENT, FAILURE OR OBSTRUCTION.

45. Train stopped between Stations by accident, failure or obstruction.
46. Protection of trains approaching train stopped, or portion of train left, on line.
47. Sending advice of accident or break down.
48. Light engine stopped on line.
49. Train parting.
50. Portion of train left on line.
51. Large passenger trolleys on Line Clear.

CHAPTER IV.

SYSTEMS OF WORKING.

52. Systems of working.

CLASS B STATIONS—SINGLE LINES.

53. Conditions under which permission to approach may be given.
54. Obstruction in the face of an approaching train.
55. Shunting.
- 55A. Shunting in the face of an approaching train.

THE LINE CLEAR AND CAUTION MESSAGE SYSTEM.

56. Essentials of the Line Clear and Caution Message system.
57. Conditions under which permission to approach may be given.
58. Nature of the authority to proceed.
59. Restrictions on grant of authority to proceed.
60. Delivery of authority to proceed to Engine Driver or Guard.
61. Responsibilities as to proper preparation of authority to proceed.

THE FOLLOWING TRAINS SYSTEM.

62. Essentials of the Following Trains system.
63. Conditions precedent to working of trains on the Following Trains system.
64. Conditions to be observed in working trains.
65. Application of certain rules.
66. Cessation of working on the Following Trains system.

THE PILOT GUARD SYSTEM.

67. Essentials of the Pilot Guard system.
- 67A. Application of system.
- 67B. Following trains.
68. Pilot Guard's dress or badge.
69. Trains to be accompanied, or personally started by Pilot Guard.
70. Pilot Guard's ticket.

THE ONE ENGINE ONLY SYSTEM.

71. Essentials of the One Engine only system.
72. Application of the One Engine only system.
73. Procedure in case of accident.

CHAPTER V.

USE OF ELECTRICAL INSTRUMENTS ON SINGLE LINES.

GENERAL PROVISION.

RULE.

74. Application of Chapter.
 75. Means of working.
 76. Provision of instruments.
 77. Acknowledgment of signals.
 78. The Line Clear signal when to be sent.
 79. Forms for messages and authorities to proceed and who to despatch.
 80. Distinction of messages.
 81. Writing and signing of messages and authorities to proceed.
 82. Completion of messages.
 83. Preservation of messages and authorities to proceed.
 84. Cancellation of permission to approach.
 85. Engine Driver to have authority to proceed.
 86. Authority to proceed when to be delivered to Engine Driver.
 87. Line Clear ticket.
 88. Caution ticket.
 89. Responsibility of Station Master as to authority to proceed.
 90. Authority to proceed when to be delivered to Engine Driver stopping at station.
 91. Who to deliver authority to proceed to Engine Driver.
 92. Delivery of authority to proceed when there are two Engine Drivers.
 93. Examination by Engine Driver of authority to proceed.
-

CHAPTER VI.

RAILWAY SERVANTS GENERALLY.

94. Supply of copies or translations of rules.
 95. Production of rules.
 96. Application for new copy of rules.
 97. Acquaintance with rules.
 98. Assistance in carrying out rules, and report of breaches.
 99. Prompt obedience to orders.
 100. Hours of attendance for duty.
 101. Absence from duty.
 102. Unprotected lights.
 103. Obtaining spirituous or fermented liquor at stations.
 104. Conduct generally.
 105. Duties for securing safety.
 106. Consent required before interfering with signal.
 107. Knowledge and possession of hand signals.
 108. Signal lamps.
 109. Leaving vehicles in sidings outside station limits.
 110. Obstruction of line.
 111. Preparation for running of trains.
 112. Finding of lost articles.
 113. Notice before leaving service.
 114. Surrender of railway property on leaving service.
 115. Payment of staff.
-

CHAPTER VII.

STATION MASTERS.

116. Responsibility of Station Master for working.
117. Responsibility for the whole working machinery.
118. Switches, points, facing points, signals, and scotch blocks.
119. Load of trains.
120. Inspection book at stations.
121. Equipment of station for hand signalling.
122. Daily inspection of station.
123. Responsibility of Station Master for property.
124. Responsibility of Station Master before giving permission to start train.
125. Responsibility regarding passengers on large trolleys.
126. Examination of trains before starting.
127. Complete trains passing through stations.

STATION MASTERS—*contd.*

RULE.

128. Supply of rules and distribution or exhibition of other documents.
129. Obedience to orders, and keeping of books and returns.
130. Behaviour of railway servants.
131. Assistance to passengers.
132. Report of neglect of duty.
133. Subordination of railway servants to Station Masters ; his general responsibility.
134. Shunting.
135. Closing of windows of empty compartments on siding.
136. Vehicles escaping from station.
137. Searching of trains and vehicles shunted off at station.
138. Accident or obstruction.
- 138A. Running of small trolley, and lorry working on line.

CHAPTER VIII.

GUARDS.

139. Time of attendance of Guards at station.
140. Drivers and Guards from whom to receive orders.
141. Guard to be in charge of train.
142. Subordination of Guards in station limits.
143. Guard's equipment.
144. Permission to start from station.
145. Guard to examine notices before starting.
146. Duties of Guard before starting a train and during the journey.
147. Duties of Engine Driver and Guard as to loading of wagons and trucks.
148. Setting watch.
149. Passengers.
150. Passengers and others where to ride.
151. Exchange of signals between Guard and Engine Driver.
152. Guard to keep a good look out.
153. Attracting attention of Engine Driver.
154. Application of Guard's brakes.
155. Guard to see that train is stopped clear of fouling points.
156. Detaching engine.
157. Coolies on ballast train.
158. Guard not to leave train till handed over.

CHAPTER IX.

BRAKESMEN.

159. Duties of Brakesmen.

CHAPTER X.

ENGINE DRIVERS AND FIREMEN.

ENGINE DRIVER AND FIREMAN.

160. Engine Driver and Fireman when to attend.
161. Manning of engine in motion.
162. Riding on engine or tender.
163. Fireman to obey Engine Driver.
164. Engine Driver and Fireman to keep a good look out.
165. Engine Driver and Fireman to look back.
166. Throwing out water, fire or cinders.

ENGINE DRIVER.

167. Engine Driver's equipment.
168. Engine Driver to examine engine before starting.
169. Couplings.
170. Duties of Engine Driver as regards engine lamp.
171. Setting watch.
172. Engine Driver to examine notices before starting.
173. Duty of Engine Driver unacquainted with line.

ENGINE DRIVER—*contd.*

RULE.

174. Permission and signals before entering on or crossing running road.
175. Engine Driver not to start without Guard's signal.
176. Moving of train carrying passengers after it has been stopped at station.
177. Engine Driver to satisfy himself that correct signals are shown and line is clear.
178. Sounding the engine whistle.
179. Engine Driver to obey certain orders.
180. Regulation of speed.
181. Starting and stopping train.
182. Exchange of signals between Engine Driver and Guard.
183. Assistance of brakes.
184. Engine Driver to see that train is stopped clear of fouling points.
185. Shutting off steam.
186. Permission of Guard to detaching of engine from train.
187. Hose or water crane.
188. Engine Driver not to leave engine when on duty.

Attention to signals.

189. Engine Driver to obey signals, and to be vigilant and cautious.
190. Duties of Engine Drivers as to signals when two or more engines are attached to train.
191. Signal at "Danger."
192. Infringement of the distance limit between trains.
193. Duties of Engine Driver when the All right or Proceed with caution signal is shown.
194. Duties of Engine Driver when emergency signal is out.
195. Duties of Engine Driver in case of accident, failure or obstruction.
196. Precautions when view of signal is obstructed.

CHAPTER XI.

POINTSMEN AND SIGNALMEN.

197. Points to be kept clean and clear.
198. Duties of Pointsmen observing anything wrong with train.
199. Pointsmen to be duly certified.
200. Pointsman to have flags and lamps.
201. Duties of Pointsman in case of obstruction.
202. Reverses.
203. Report when points, etc., are damaged.
204. Pointsmen and Signalmen not to leave points or signals.

CHAPTER XII.

F RAILWAY SERVANTS EMPLOYED ON THE PERMANENT-WAY OR WORKS.

205. Condition of permanent-way and works.
206. Maintenance of line.
207. Keeping of permanent-way material.
208. Inspection of permanent-way and works.
209. Supply of documents to Inspector and Sub-Inspector of Permanent-way.
210. Ganger in each gang.
211. Knowledge of signals and equipment of gang.
212. Inspection of gauges, signals, tools, and implements.
213. Responsibility of Ganger as to signals and safety of line.
214. Flood.
215. Fire.
216. Work involving danger to trains or traffic.
217. Work in thick or foggy weather.
218. Blasting.
219. Putting in or removing points or crossings.
220. Presence and responsibility of Ganger.
221. Lifting permanent-way.
222. Ballast.
223. Duties of Ganger when apprehending danger.
224. Precautions before commencing operation which would obstruct the line.
225. Shewing of signals.
226. Protection of trains.
227. Telegraph posts and wires and signal wires.

CHAPTER XIII.

LORRIES AND TROLLIES.

RULE.

228. Distinction between lorries and trollies.

LORRIES.

229. Conditions under which a lorry can be run.

SMALL TROLLIES.

230. Conditions under which a small trolley can be run.
-

CHAPTER XIV.

GATEMEN, LINE AND BRIDGE CHOWKIDARS.

231. Knowledge of signals.
232. Supply and care of hand signals.
233. Channel for flange of wheels.
234. Obstructions.
235. Parting of a train.
236. Trespassing.
-

CHAPTER XV.

PENALTIES.

237. Penalties.

DARJEELING-HIMALAYAN RAILWAY.

PART I.

RULES FOR THE GUIDANCE OF RAILWAY SERVANTS.

CHAPTER I.

PRELIMINARY.

1. In these rules, unless there is anything repugnant in the subject or context,—

Definitions.

(1) "adequate distance" means the distance sufficient to ensure safety, having regard to the local conditions obtaining ;

(2) "approved special instructions" mean special instructions approved of or prescribed by the Government Inspector ;

(3) "authorised officer" means the person who is duly empowered by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or do any other thing ;

(4) "authority to proceed" means the authority given to the Driver of a train, under the system of working, to leave the station with his train ;

(5) "ballast train" means a train intended for carriage of ballast, stone, material or fuel when picked up or put down either between stations or within station limits ;

(6) to "block back" means to despatch a message from a station intimating to the next station on either side on a single line, that the block-section is obstructed or is to be obstructed ;

(7) "block-section" means that portion of the running road between two stations on to which no running train may enter until permission to approach has been received from the station at the other end of the section ;

(8) the expression "connections," when used with reference to a running road, means the points and crossings or other appliances used to connect such road with other roads or to cross it ;

(9) "day" means from sunrise to sunset ;

(10) "Engine Driver" means the person for the time being in charge of a working locomotive engine ;

(11) "fixed signal" includes a semaphore arm or disc for use by day and a fixed light for use by night ;

(12) "fouling point" means the point at which the infringement of fixed Standard Dimensions occurs, where two tracks cross or join one another ;

(13) "Ganger" means the person in charge of a gang of platelayers or other workmen employed on the permanent-way ;

(14) "goods train" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods ;

(15) the expression "Government Inspector," when used with reference to any railway, means an Inspector appointed to exercise any functions under the Indian Railways Act, 1890, IX of 1890, in respect of that railway ;

(16) "Guard" includes a Jamadar-Brakesman or any other railway servant who may, for the time being, be performing the duties of a Guard ;

(17) "Inspector of Permanent-way" means the railway servant performing the duties of an Inspector of Permanent-way, by whatever designation he may be known on any particular railway ;

(18) "main line" means the line ordinarily used for running trains through and between stations ;

(19) "mixed train" means a train intended for the carriage of passengers and goods or of passengers, animals and goods ;

(20) "night" means from sunset to sunrise ;

(21) "obstruction" or "obstructing" means a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains ;

(22) "ordinary train," means a train, whether passenger, goods or mixed, which is entered in the Working Time-tables;

(23) "passenger train" means a train intended solely or mainly for the carriage of passengers and other coaching traffic and includes a troop train;

(24) "permission to approach" means the permission given from a station to a station in rear for a train to leave the latter and approach the former;

(25) "running road" means the track, which may consist of one or more lines with the cross-over roads connecting them, to be used by a train when entering or leaving a station or when passing through a station or between stations;

(26) "running train" means a train which has started under an authority to proceed and has not completed its journey;

(27) "special instructions" means instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

(28) "special train" means any train which is neither an ordinary train nor a ballast train;

(29) "station" means any place on a line of railway at which traffic is booked and dealt with, or at which an authority to proceed is given under the system of working;

(30) "station limits" mean the portion of a railway which is under the control of a Station Master and includes all traffic lines and premises within 250 feet above and below the upper and lower points of any station. At stations at which there are no lower points, the lowest limits will be 250 feet from the centre of the station building;

(31) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for obtaining and sending the permission to approach and for giving the authority to proceed;

(32) "station section" means that section of station limits at a Class B station which is included between the upper and lower shunting boards;

(33) "system of working" means the system adopted for the time being for the working of trains on any portion of a railway; and

(34) "train" means an engine, with or without vehicles attached.

Classification of stations. 2. Stations shall, for the purposes of these rules, be deemed to be divided into the following classes, namely :—

Class B stations—where permission to approach may be given for a train before the line has been cleared for the reception of the train within the station section or within the station limits, as the case may be;

Class C stations—block-huts, at which no trains are booked to stop; and

Class D stations—stopping-places or flag stations, which are situated between two consecutive stations of Class B or Class C, and do not form the boundary of any block-section.

CHAPTER II.

SIGNALS.

GENERAL PROVISIONS.

General use of signals. 3. The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved special instructions.

Kinds of signals. 4. The signals to be used for controlling the movement of trains shall be—

disc or fixed signals,

hand signals.

Use of night signals by day. 5. The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick or foggy weather.(a)

B.—FIXED SIGNALS.

Description of disc signals. 6. Warning Disc Signal is a fixed green disc above a red disc by day or a green above a red lamp by night to be used when caution is necessary.

7. Danger Disc Signal is a fixed red disc and a fixed red light by night to be used as a stop.

(a) Ordinary cloud mist is not meant.

8. A Banner flag is a temporary fixed danger signal consisting of a red cloth supported at each end on a post and stretched across the line to which it refers. Description of Banner flag.

(a) Emergency fixed signal is a red flag by day or red lamp by night placed between the rails.

C.—HAND SIGNALS.

9. A Hand signal shall be made, by day,—

by showing a flag or hand, and, by night, by showing a light.

Hand signals how made.

10. The stop signal shall be given, by day,—

(a) by showing a red flag, thus—

Stop signal how given.



or

(b) in the absence of flags, by raising both arms with the hands above the head, thus—



and, by night,—

(i) by showing a red light; or

(ii) in the absence of a red light, by violently waving a white light.

11. The Proceed with caution signal must be used when it is intended that a train should proceed slowly, and shall be given, by day,—

(a) by waving a green flag vertically, thus—

Proceed with caution signal when used and how given.



or

(b) in the absence of flags, by waving one arm in a similar manner, thus—



and, by night, by similarly waving a green light.

Proceed
signal how
given.

12. The Proceed signal shall be given, by day,—

(a) by holding a green flag steadily, thus—



or

(b) in the absence of flags, by holding out one arm steadily, thus—



and, by night, by holding a green light steadily.

Signals for
shunting.

13. In shunting operations, signals shall be given as follows:—

(1) *to move away from* the person signalling, a green flag or green light moved slowly up and down.

(2) *to move towards* the person signalling, a green flag or green light moved from side to side across the body.

(3) *to slow down*, the above signals to be displayed slower and slower until the Danger signal is given.

Signals to be
kept ready
for use.

14. All signals must be kept ready for immediate use.

CHAPTER III.

WORKING OF TRAINS GENERALLY.

Standard
time.

15. The working of trains between stations shall be regulated by the standard time prescribed by the Governor General in Council, which must be sent daily to all the principal stations on the railway.

16. No passenger train or mixed train shall be despatched from a station before the ad- Adherence to
vertised time.
time.

17. Except in accordance with special instructions, no passenger train shall be stopped for the purpose of taking up or setting down passengers at a station at which it is not advertised to call. Passenger train not to stop where not advertised to call.

NOTE.—Authorised stopping places for passengers otherwise than recognised stations.

The following only will be observed as stopping places for passengers when they may have occasion to join or alight from a train, and on timely notice being given to the Station Master of the nearest station or to the Guard in charge of train of their desire to stop at any of the undermentioned places. The duration of stoppage at any point should not exceed one minute. The luggage of passengers cannot be either accepted or delivered at any of these stopping places. Passengers must arrange to book and take delivery of their luggage at the nearest Railway Station :—

- | | |
|--|--|
| 1. Choonbatty Siding.
2. Giddapahar.
3. Clarendon Hotel.
4. Goethal's Siding.
5. Wood Cot. | 6. Dilaram Road.
7. Brewery Siding.
8. Rungbool Siding.
9. Wilk's Hall Road.
10. West Point Road.

11. Rose Bank Road. |
|--|--|

18. No train shall be allowed to run unless previous notice has been given, when practicable, to all stations concerned. Notice of running.

19. Where trains are being run on a single line, no train shall be allowed to leave one station for another, until it has been ascertained that the line between such stations is clear of working. Single line trains coming from the opposite direction and, except as contemplated in Rule 64, of all other known impediments.

20. Where there is a single line, two trains shall not be allowed to enter a station at the same time, but the trains having precedence must be admitted first, and the signals applying to the other train must be kept at "danger" until the first train has been brought to a stand at the station. Two trains not to enter station at same time on a single line.

21. (1) No person other than the Station Master may ask for or give permission to approach or give authority to proceed. Permission to approach and authority to proceed.

(2) An authority to proceed given to a running train shall lapse as soon as the last vehicle of the train has passed inside the Station Section.

22. (1) No engine shall be allowed to push any vehicle, except—

Pushing engine.

- (a) within station limits ; or
- (b) as provided in Rule 36 (3) ; or
- (c) in accordance with special instructions.

(2) Trains may be pushed on the Reverses on receiving a caution signal from the Points-man in charge. The speed to be limited to six miles an hour. All Brakesmen must be on the alert. See Rule 202 and seq.

23. All trains proceeding up-hill must be drawn by an engine running funnel foremost ; Engine running all trains proceeding down-hill must be drawn by an engine running cab foremost. This rule ning cab foremost. may only be disregarded—

- (a) at the Reverses, see Rule 22 (2) ;
- (b) under a written order issued by the authorised officer ;
- (c) between Ghoom and Darjeeling.

24. (1) Except under special instructions from the Traffic Department, no engine with Guards, vehicles attached shall be despatched from any station without the full complement of Brakes-Jamadar-Brakesman and men.

(2) Every Guard must, except under special circumstances, ride in his own brakevan or braked vehicle. Brakesmen. Position in train.

(3) In all cases, the Jamadar-Brakesman must be on the last vehicle running on the train including trolleys.

NOTE.— One Jamadar-Brakesman and 3 Brakesmen are necessary for each train drawn by an A Class engine and one Jamadar-Brakesman and four Brakesmen for each train drawn by a B Class engine.

25. No passenger train or mixed train shall be despatched from any station unless it be provided with means by which the Guard can communicate with the Driver. Means of communication between Guards and Drivers.

Explanation.— A goods vehicle in which passengers are carried is not a "passenger carriage" within the meaning of this rule.

26. (1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the Loading. axles fixed under section 53, sub-section (3), of the Indian Railways Act, 1890, or such less IX of 1890. load (if any) as may have been prescribed by the Railway Administration. See Rule 119 and seq.

(2) Except under approved special instructions, no vehicles shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.

Couplings.

27. No vehicle that is not furnished with a central buffer coupling of approved pattern shall be attached to a passenger or mixed train.

Dangerous vehicles.

28. (1) No vehicle which has been off the line shall be allowed to run between stations until it has been examined and passed by a competent Carriage and Wagon Examiner.

Provided that, in case of a derailment between stations, the Engine Driver may, if he considers it safe to do so, take slowly to the next station a vehicle that has been off the line.

(2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Carriage and Wagon Examiner, the Engine Driver shall be consulted, and, if he so requires, the vehicle shall be detached from the train.

(3) "Damaged" or "unfit to run" vehicles should have the following forms pasted on them when found damaged or unfit to run.

(a) The Green Form No. L. C. W. 13 is to be pasted on vehicles when found to have been damaged.

(b) The Red Form No. L. C. W. 14 is to be pasted on vehicles which may be considered unfit to run.

In each case the Station Master, who discovers the damaged vehicles as per (a) and (b), must report this to all concerned.

Dummy truck.

29. When the load in a truck projects to an unsafe extent beyond the end of the truck, an additional truck shall be attached, to act as a dummy.

Private engines and vehicles.

30. No engine or other vehicle, the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

Train lights.

31. At night, and in thick or foggy weather, other than ordinary cloud mist—

(1) no train shall be worked outside station limits unless it has—

(a) the head-lights prescribed by the Railway Administration, which is the "Wells" or other approved pattern;

(b) in the case of an engine with vehicles attached, at least one red tail-light, and in the case where a head-light is used which does not enable a driver to see his train, a white light shall be shewn on the last vehicle in such a position that it can be seen by the driver;

(c) in the case of the failure of the "Wells" or other special head-light which may be in use, the ordinary white head-light; and

(d) in the case of the failure of the "Wells" or other special head-light on a single engine, the ordinary white head-light with the addition of a red tail-lamp.

(2) no engine shall be employed in shunting within station limits or in a siding unless it has the head-lights and tail-lights prescribed by the Railway Administration.

Indicator that a train is complete.

32. In order to indicate by day to the staff that a train is complete, the last vehicle must be distinguished by affixing to the rear of it either a tail-board, a tail-lamp, a red flag or such other device as may be authorised by special instructions.

Limits of speed generally.

33. Every train must be run on each section of the line within the limits of speed sanctioned for that section by special instructions.

NOTE.—The sectional speed sanctioned shall be shown in the Working Time-table, a copy of which shall be supplied on issue to the Government Inspector.

Limit of speed through facing points. Care of facing points when train runs through stations without stopping. Working of ballast trains.

34. No train shall be run through facing points at a speed exceeding 6 miles an hour, or such lower rate as may be prescribed by special instructions.

35. When a train is to run, without stopping, through any station that is not interlocked, the Station Master of that station, or some railway servant appointed in this behalf by special instructions, must proceed to the facing points and satisfy himself that all facing points over which the train will pass are properly set and locked.

36. A ballast train may be worked only with the permission of the Station Master on each side and in accordance with special instructions.

(1) A Guard or Jamadar-Brakesman must accompany each ballast train running on the line.

(a) No person shall be appointed to be a Guard or Jamadar-Brakesman of a ballast train unless he has had the necessary experience as a Train Guard, or Jamadar-Brakesman.

(2) The Guard or other person in charge of a ballast train must, before giving the starting signal, require the coolies working with the train and riding in the open trucks to sit down.

(3) A ballast train may, in accordance with special instructions, be pushed by an engine either when running on the line or when being taken back into the station from which it was started.

Provided that the speed shall not exceed nine miles an hour, or such lower rate as may be prescribed by special instructions.

(4) No ballast train shall be stopped between stations to take up or put down material unless—

- (a) the permission of the Station Master of the station on each side of the place of stopping has been obtained before the departure of the train from that station; and
- (b) the Guard or other person in charge of the train has, if practicable, arranged with the Station Master of each station as to place and time at which the next train is to be passed;

(5) When granting any permission under clause (4) of this sub-rule, the Station Master must give such instructions to the Guard or other person in charge of the train as he may consider necessary, and must communicate with the Station Master of the other station concerned.

(6) When a ballast train is intended to run through from one station to another, without stopping, it must be treated as a special train.

(7) When ballast wagons are left on a siding outside station limits, Rule 109 must be complied with.

37. Before a ballast train is moved, the Engine Driver must give two clear whistles at an interval of half a minute, as a warning to the coolies that the train is about to move.

Warning before moving a ballast train.
Control of shunting.

38. Shunting operations shall be controlled by Hand signals, or by verbal directions, as occasion may require.

39. No vehicle shall be moved so as to foul or obstruct any running road unless the previous sanction of the Station Master has been obtained.

Moving of vehicles so as to obstruct running road.

40. When any vehicle is being shunted on a steep gradient, the railway servant in charge of the operation must see that a sufficient number of brakes are put on, that sprags or hand scotches are used when necessary, and that all necessary precautions are taken to prevent the vehicle getting out of control.

Shunting on steep gradient.

41. Whenever any hand shunting has to be done or any vehicles have to be detached at stations, or intermediate sidings, the scotch block at the lower end of the station or siding must be locked across the rail. When the operations are completed the scotch block must be carefully locked back clear of the line. The responsibility for seeing that the rule is carried out is determined in the following manner:—

Use and locking of scotch blocks.

- (a) At stations when the hand shunting or detaching of vehicles are not in connection with any train to which a Driver is attached, the responsibility rests with the Station Master.
- (b) When the hand shunting or detaching of vehicles is in connection with a train to which a Driver is attached, both the Station Master and the Driver will be each held personally responsible for the due observance of the rules.
- (c) At intermediate sidings the responsibility rests on the Driver alone.
- (d) Scotch blocks have been fixed and each block has been supplied with a good padlock (similar to those supplied to switch-slide-clamps at intermediate sidings between stations, and the key for those scotch blocks is similar to those supplied for switch-slide-clamps.)

42. Fly shunting by engine or hand against vehicles containing passengers, explosives or Fly shunting livestock is prohibited.

43. In case of accident to the line or to any train, or of failure or interruption of electric connections, trains must be worked between stations in accordance with special instructions.

Working in case of accident or failure of electric connections.

(1) When telegraphic communication is interrupted between any two stations, and the usual "Line-clear" message cannot, in consequence, be obtained direct, every effort must be made to obtain it by communicating through the station next beyond or next back, but should the interruption be of such a nature as to render this impossible, the Station Master may allow a train to proceed under a caution order (green form), provided that no train is due in the opposite direction, and that the Station Master has reason to believe that the line in the direction in which the train is proceeding is clear. This caution order to proceed must state fully the reason why "line clear" has not been obtained, and must restrict the speed to 7 miles an hour.

(2) In total interruption of telegraphic communication on any section, trains booked out by the District Traffic Superintendent's Office running to the Working Time-table should be adhered to. Any special train advertised should only run as a following train, and this will be noted on the line clear of the preceding train.

(3) Signallers should note that when reporting interruptions, contacts, etc., the advice of such should be signalled to the addresses as follows :—

To A. S., Copy M, G. R., D. T. S., and I. T. M.

Scotch blocks
to be
approached
with caution.

44. The localities where main line scotch blocks have been fixed should, at all times, be approached (by trains or trolleys) with caution, in case the blocks may have been tampered with by outsiders, etc.

Trains stop-
ped between
stations by
accident,
failure or
obstruction.

45. When a train is stopped between stations, the Driver in charge of the train must immediately ascertain the cause ; and, if the stoppage is other than incidental or authorised, and if he finds that through accident or for any other reason the train cannot proceed, the following action shall be taken, namely :—

- (1) The Driver must immediately either himself go back or send a qualified person back, to protect the train to such a point that his signal can be seen at least 200 feet away by an approaching train, and must send a man to the station from where assistance can be best obtained and inform the Station Master of the circumstances.
- (2) The person so going back must protect the train and plainly show his hand Danger signal to stop any approaching train, and must continue to shew the same until re-called.
- (3) The Engine Driver must at once show a Danger signal to the front, and must also proceed to protect the train in front in the manner prescribed in clauses (1) and (2) either by going himself or by sending his Fireman or some other qualified person.
- (4) When the line is blocked by slips, or any other cause, and it is necessary to return a train, the Driver must in such a case, provided there are no following trains, proceed very cautiously and have his train protected by a Brakeman on foot preceding the train by at least 100 yards with a red flag or lamp. In the case of following trains the Driver of the leading train must satisfy himself that all following trains have arrived and started back before moving himself.
- (5) This rule does not apply to trains stopped within station limits or to incidental stoppages made under instructions from the Station Master of the preceding station.

Protection of
trains ap-
proaching
train stopped
or portion of
train left
on line.

46. (1) If more than one train should approach a train or a portion of a train stopped or left on the line outside station limits, the Guard in charge of the train which last arrives, or, if there be no Guard, the Driver of such train, must see that the precautions prescribed by Rule 45 are taken for the protection of such train in the rear.

(2) When such precautions have been taken, all persons who went out to protect in the rear any train except such last train as aforesaid, may return to their own trains.

Sending ad-
vice of acci-
dent or
break-down.

47. If the engine is for any reason unable to proceed, the Driver in charge of the train shall send advice to the nearest station, stating the nature and cause of the accident, and, if assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such assistance arrives, provided that if the train is subsequently able to move it may do so at walking pace, but not unless a man has been sent with hand signals to protect the train, such man keeping at least 100 yards in advance of the train, the other end of the train being protected in a similar manner.

Light engine
stopped on
line.

48. If any light engine should, while on the line outside station limits, be unable to proceed, the Engine Driver must see that the precautions prescribed by Rule 45 are taken for the protection of the engine, both in front and rear, employing the Fireman or some other competent person to assist him.

Train part-
ing.

49. (1) If any portion of a train should, while in motion, become detached—

- (a) the Engine Driver must use his judgment to keep the front portion in motion if possible until the rear portion has been brought to a stand, so as to avoid the chance of a collision between the two portions ; and
- (b) the Guard or Brakeman in the rear portion must promptly apply their brakes and do all they can to prevent a collision with the front portion, or a run away back.

(2) As soon as the rear portion of the train has been brought to a stand, the Guard in charge of the train must protect that portion, in accordance with Rule 45, both in front and rear.

Portion of
train left on
line.

50. (1) When a train, stopped between stations, has to be divided in consequence of an accident or the inability of the engine to take the whole train forward, the Driver in charge of the train must, before uncoupling, put down the brakes, and must, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

The rear vehicle must always be secured by a sprag or wedge independent of the brakes.

(2) When the said Driver has taken action under sub-rule (1), the Guard must immediately take steps to protect the rear portion of his train in accordance with Rule 45.

(3) At night or in thick or foggy weather as soon as the engine, whether with or without vehicles, is drawn forward, the said Guard must see that a light is shown on the front vehicle of the rear portion of the train.

(4) When the front portion of the train is taken forward, a brakesman must ride upon the last vehicle of the said front portion of the train until it reaches the next station; but no tail-lamp or tail-board shall be placed on it.

(5) On entering a station with the knowledge that the block section behind is obstructed, the first duty of the Driver, when the train consists of the engine only, is to instantly warn the Station Master on duty of this fact.

(6) When, under the written instructions referred to in sub-rule (2), the engine is to be brought back, the Guard in charge of the train must, until the arrival of the engine, continue to take the precautions prescribed in Rule 45, for the protection in rear of the portion of the train left on the line, and shall not permit a following train to move any of the vehicles under his charge.

(7) In case of fire, the first precaution to be taken is to secure the wheels of the last vehicle by a sprag or wedge independent of the brakes, and then detach the wagon or wagons on fire, spragging them also.

51. Large trolleys running unattached to trains are to be treated as "special" trains.

Large passenger trolleys on Line Clear.

(a) When running the large trolleys, all rules must be observed and 16 miles an hour should be the maximum speed on fairly straight lengths on the hill section. On curves, etc., speed should be reduced to a safe limit.

CHAPTER IV.

SYSTEMS OF WORKING.

52. (1) All trains working between stations must be worked on one or other of the following systems, namely :—

Systems of working.

- (a) Line Clear and Caution Message;
- (b) Following Trains;
- (c) Pilot Guard; or
- (d) One Engine only.

(2) The systems sanctioned for use on the Darjeeling-Himalayan Railway are "Line Clear and Caution Message" or "Combined Line Clear and Pilot Guard system." These must always be used unless circumstances make it necessary to work under "Special instructions."

CLASS B STATIONS.—SINGLE LINES.

53. The line shall not be considered clear and permission to approach shall not be given unless the whole of the last preceding train has arrived within the station section.

Conditions under which permission to approach may be given. Obstruction in the face of an approaching train.

54. Obstructing the line outside the facing points in the direction of an approaching train shall be permissible only—

1st when a Danger signal is exhibited at a point outside the shunting board of the station in such a position as the signal can be seen by the Driver of an approaching train at least 200 feet away;

2nd and no shunting is performed outside the shunting board.

55. Shunting shall not be permitted unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operation.

55A. If the block section into which the shunting is to take place is clear of an approaching train or if an approaching train has arrived outside the station, the Station Master has personally satisfied himself that the train has been brought to a dead stand, shunting may be performed.

THE LINE CLEAR AND CAUTION MESSAGE SYSTEM.

Essentials
of the Line
Clear and
Caution Mes-
sage system.

56. Where trains are worked on the Line Clear and Caution Message system, no train shall be allowed to leave a station, unless—

- (a) permission to approach has been obtained by telegram from the station ahead, and
 - (b) the Engine Driver has been given a written authority to proceed certifying that the line on which he has to travel is either—
- (i) absolutely clear of trains, or
 - (ii) occupied only by trains running in the same direction at time intervals.

Conditions
under which
permission
to approach
may be given.

57. Such permission to approach shall not be given unless, either—

- (1) the line on which the train is to travel is absolutely clear of trains and all other known obstructions, and the whole of the preceding train has passed inside the station section, or
- (2) the line on which the train is to travel is occupied only by a train running in advance in the same direction at an adequate interval of time.

Nature of the
authority to
Clear Certicate
stating that the
line is clear.

58. (1) In case (1) of Rule 57, the authority to proceed referred to in Rule 56 shall be a Line Clear Certificate stating that the line is clear.

(2) In case (2) of Rule 57, the said authority to proceed shall be a Caution Certificate stating—

- (a) that the line is occupied only by trains running in advance in the same direction at time intervals; and
- (b) the time of the departure of the said train, and the place at which it will next stop.

The Line Clear Certificate referred to in General Rule 58 is a copy of the telegraphic message from one station to another, stating that the line between the two stations is or will be (when certain conditions specified in the message have been fulfilled) clear of all trains and of all other known impediments for the passage of a particular train. The telegraphic message must only be despatched as a reply to an enquiry received from the station from which a train is to start.

Restrictions
on grant of
authority to
proceed.

59. An authority to proceed shall not be granted at any station in case (2) of Rule 57, unless the preceding train has been given a clear 5 minutes start in daylight or 15 minutes after dark.

Delivery of
authority to
proceed to
Engine
Driver or
Guard.

60. (1) Every authority to proceed as defined in Rule 58 shall be delivered by the Station Master, or by some railway servant appointed in this behalf, to the Engine Driver.

(2) When the train is running through the station without stopping, an authority to proceed should be delivered to both the Driver and the Guard.

- (3) An authority to proceed shall not be handed to the Engine Driver under sub-rule (1)—
- (i) until the train is nearly ready to start; or
 - (ii) if the train is waiting to pass another train, until the whole of the latter train has come in and is clear of the running road for the former train.

Responsibil-
ties as to
proper pre-
paration of
authority to
proceed.

61. (1) When an authority to proceed is delivered to the Engine Driver under clause (1) of Rule 60, the Station Master must see—

- (a) that it is properly filled up;
- (b) that the date and time of the receipt of the line clear or caution telegram upon which it is based are noted thereon;
- (c) that it applies to the particular train to which such telegram refers;
- (d) that it is signed in full and in ink; and
- (e) that the private number is duly entered.

(2) When an authority to proceed is delivered to the Driver in charge of the train under clause (1) of Rule 60, he must, before starting, satisfy himself on the several points mentioned in sub-rule (1) of this rule.

(3) Whether the train stops or runs through a station, the Engine Driver must satisfy himself, so far as he may be able to do so, on the several points mentioned in sub-rule (1) of this rule, and if he finds that any of them are not complied with, he must not proceed with his train until the mistake or the omission is rectified.

THE FOLLOWING TRAINS SYSTEM.

Essentials of
the Follow-
ing Trains
system.

62. Where trains are worked on the Following Trains system, they may be despatched from one station to the next, following each other in succession in the same direction on the same line at intervals of 5 minutes, until it has been mutually arranged by telegraph between the Station Masters at either end of the section that such succession is to cease.

63. Trains shall not be worked on the Following Trains system unless the Station Master of the station ahead has telegraphed his readiness to receive the trains, and has given his assurance that no train will be allowed to leave his station for the station from which the Following Trains are to be despatched until the latter have all arrived at his station, and until he has received permission to despatch trains in the opposite direction.

64. When the Following Trains system is adopted, the following conditions must be observed, namely—

- (a) No train shall be allowed to start until the Engine Driver has been given a written authority to proceed, and a written acknowledgment thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop;
- (b) the authority to proceed shall state the time of the actual departure of the preceding train, the place at which it is next to stop;
- (c) the Engine Driver of each preceding train must be informed of the fact that a train will follow, and of the probable period which will elapse before the following train will be allowed to start;
- (d) a train shall not be allowed to follow another from a station unless there has elapsed, since the departure of the previous train, an interval of not less than 5 minutes in daylight or after dusk 15 minutes;
- (e) all the trains shall be timed to run at the same speed, and such speed shall not exceed 12 miles on the hill, and 16 miles on the Terai Station an hour, except under special instructions;
- (f) the actual time of the departure of each train must at once be intimated by telegraph to the station ahead, and the actual time of arrival of each train must at once be intimated to the station in rear.

65. Rules 54 to 55A and 60 and 61 shall apply to working on the Following Trains system.

66. When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by telegraph to the station ahead, after which no more trains in either direction may be despatched between the two stations until the last train has arrived at the station ahead and the line has been cleared between the two stations.

THE PILOT GUARD SYSTEM.

67. Where trains are worked on the Pilot Guard system—

- (a) a railway servant (hereinafter called a Pilot Guard) must be specially deputed to pilot trains; and
- (b) no train shall be allowed to leave a station except under the personal authority to pilot trains; and

WORKING OF TRAINS ON THE "COMBINED LINE CLEAR AND PILOT GUARD SYSTEM."

67A. This system will only be used when trains are booked to cross at intermediate stations where there is no telegraph office.

67B. Trains may not follow one another in the same direction between stations, except subject to the conditions prescribed in this Chapter, in addition to those prescribed in Rules 56 and 57.

68. The Pilot Guard must be distinguished by a red badge.

- (a) No train shall be started from a station unless the Driver has in his possession a Line Clear Certificate or Caution Certificate, and unless the Driver sees that the train is accompanied by, or that the signal for starting is given personally by, the Pilot Guard wearing the badge prescribed by Rule 68.
- (b) Every train must come to a dead stop where a Pilot Guard has to be picked up or let down.

69. Except as herein provided, the Pilot Guard must accompany every train, and must in all cases ride on the engine:

Provided that, when it is necessary to start two trains from a station following one another under Rule 64, the Pilot Guard shall accompany the last train and shall personally give the signal for starting the prior train.

Pilot Guard's
ticket.

- 70.** (1) When the Pilot Guard does not accompany any train, he shall, before giving the signal for starting, deliver to the Driver a Pilot Guard's ticket (on a printed form) properly filled up and signed.
- (2) Every such ticket shall apply only to the single journey to the station named on it.
- (3) All the "Line Clear and Caution Message" given under these rules will have printed upon them the word "Pilot" in large red letters on the white form and black letters on the red form.
- (4) All Pilot Guard's tickets will be sent in by the Drivers attached to his journal.

EXAMPLES—

- (a) If Mahanudy asks Kurseong, "line clear" for the Up Mail, and Kurseong, to avoid detention to a Down train, gives "line clear" to Giddapahar Siding only, the Pilot Guard at Mahanudy, under the instructions of the Station Master, must start and accompany the Up Mail, having in his possession a written order on "line clear" (Form T5) for the train coming from the opposite direction, which should be worded thus:—"On arrival of No. 5 Up Mail at Giddapahar Siding, line will be clear for No. 4 Down Goods" and so on. Kurseong will in a similar way send a Pilot or 4 Down with line clear for 5 Up from G. D. siding to Kurseong.
- (b) If Ghoom wishes to send forward a train with extra wagons for Rungbool Siding to be followed by the Down Mail and Sonada wishes to despatch an Up train as far as $42\frac{3}{4}$ mile siding, the procedure will be as follows:—

Ghoom will ask Sonada for return line clear to Rungbool Siding, and on arrival of Down Mail at Rungbool Siding the engine would return to Ghoom. The Pilot with caution line clear for Up train proceeds to $42\frac{3}{4}$ mile siding by Down Mail, and return to Ghoom by the Up train from $42\frac{3}{4}$ mile siding.

For two Up trains and one Down train—

- (c) The Pilot Guard leaving Ghoom proceeds by 30 Down with two line clear messages, and on arrival at Rungbool Siding he hands the one for 7 Up to the Driver and then goes to $42\frac{3}{4}$ mile siding and hands the line clear to Driver of No. 5 Up and returns to Ghoom by that train.
- (d) Sonada gives No. 7 Up line clear as far as Rungbool Siding only and No. 5 Up as far as $42\frac{3}{4}$ mile siding only; one Pilot Guard accompanies the first train with line clear for No. 30 Down train from Rungbool Siding to $42\frac{3}{4}$ mile siding, the latter train with the 2nd Pilot with line clear from $42\frac{3}{4}$ mile siding to Sonada.

In the "line clear" given by Ghoom to No. 5 Up from $42\frac{3}{4}$ mile siding the Driver is informed to follow No. 7 Up cautiously.

The same procedure is adopted for two Down trains and one Up train.

THE ONE ENGINE ONLY SYSTEM.

Essentials
of the One
Engine only
system.
Application
of the One
Engine only
system.
Procedure
in case of
accident.

- 71.** Where trains are worked on the One Engine only system only one engine in steam, or two or more engines coupled together, shall be allowed on the line at one and the same time.
- 72.** Trains may be worked on the One Engine only system, only on short branch railways having a single line of rails.
- 73.** (1) If a train becomes disabled and requires assistance, or if an accident occurs which renders it impossible for the engine (or, if two or more engines are coupled together, for either or both of such engines) to proceed, the Engine Driver must keep the engine or engines stationary, the procedure of Rule 45 must be carried out.

- (2) Such Station Master may then allow another engine or engines to enter the line.
- (3) Such other engine must be accompanied by the man deputed from the disabled train, who must explain to the Engine Driver where, and under what circumstances the disabled train is situated.
- (4) Such Driver shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

CHAPTER V.

USE OF ELECTRICAL INSTRUMENTS ON SINGLE LINES.

GENERAL PROVISIONS.

74. This Chapter applies only to working on any of the following systems, namely :—

Application of Chapter.

- (a) Line Clear and Caution Message.
- (b) Following Trains.

75. Trains can only be worked by means of electric speaking instruments, except under exceptional circumstances which will be arranged for by "Special Instructions." Means of working.

76. Electric speaking instruments must be provided at every station except Class D. stations. These instruments must be of a type approved by the Government Inspector. Provision of instruments.

77. (1) Each signal received must be acknowledged by the sending of its authorised acknowledgment.

Acknowledgment of signals.

(2) No signal shall be acknowledged until it is clearly understood.

(3) A signal shall not be considered to be complete until it is acknowledged.

(4) Should the station to which a signal is sent not reply, the signal must be repeated at intervals of not less than twenty seconds until the reply is received.

78. In order to ascertain whether the station in advance is in a position to give a permission to approach to the station in rear, and in order to describe the train, the Line Clear signal must be sent to the station in advance. The Line Clear signal when to be sent.

79. (1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration. Forms for messages and authorities to proceed and who to despatch.

(2) Such forms shall be bound up in books and kept at each station by the Station Master or by some railway servant appointed in this behalf by special instructions.

(3) Each of such books in use at a station shall contain a certificate signed by the person by whom the book is kept, showing the number of pages contained therein.

(4) The pages of each such book shall be progressively numbered in print; and when any telegram, certificate or permission written on any page is cancelled, the whole page, together with the counterfoil, must be marked as cancelled, and the page must be carefully preserved by doubling it on the counterfoil.

(5) Besides the progressive number and the serial number for the day every sent line clear or caution message must be allotted a private number by the Station Master or Signaller-in-charge on duty who signs the entry in the train message book.

(6) The private number will form part of the body of the line clear or caution message, and will be signalled as the last word in it. It must be duly recorded in the train message book of the station to which the line clear or caution message is signalled.

(7) Private numbers will not be given to any train messages other than line clear or caution messages.

(8) A private number allotted to a line clear or caution message subsequently cancelled, must not be reallocated: a fresh number must be given to each despatched line clear or caution message, whether cancelled or not.

(9) The object of the private number is to prevent the record, at a station despatching a train, of a line clear or caution message as received which has not been actually signalled.

(10) No line clear or caution message must be signalled, and no line clear or caution message must be received as valid without a private number, as the last word in the body of the message.

(11) The private number sheets are supplied by the District Traffic Superintendent, and are used in the following manner.

One sheet only must be in use at a time. Numbers must be allotted to the successive despatched line clear or caution message in the order in which the numbers are printed in the sheet in use; and each number, as allotted, must be marked off with a line diagonally through it.

The numbers are printed in groups of five, and any numbers of a group of five, which have not been allotted up to 24 hours must be cut through vertically. The next day's date must then be written at the head of the next group of five, and each number be scored off diagonally, as used, during the next 24 hours, and so on till the sheet is exhausted.

The numbers will be used in their consecutive order irrespective of the direction in which the trains are running.

(12) The number sheets must be kept in the Station Master's or Signaller-in-charge's possession under lock and key when not actually in use, no other person being allowed to see or have access to it. Each sheet as exhausted must be sent in sealed envelope to the District Traffic Superintendent, when it will be replaced by another.

(13) The sheets will be issued by the District Traffic Superintendent. A supply sufficient for one month (each sheet containing 200 figures) will be given to each Station Master and the sheets issued to each station will be numbered by the District Traffic Superintendent in the order in which he intends them to be used.

(14) When a sheet is being taken into use, the date must be entered above the left hand column, subsequent dates being entered in the place between the groups of five, as laid down in paragraph (11).

(15) The District Traffic Superintendent when visiting stations will be careful to see that the sheets are duly used; that numbers are scored off in proper order as allotted; and that the date is entered before the first number for the day.

(16) Private numbers should be written out as words, not as numerals and should be signalled as words.

(17) When asking and giving line clear for a pilot or light engine, the number of the engine must always be given in the message.

80. (1) Every message despatched in connection with the working of a train must distinctly describe the train to which it relates.

(2) For every train a separate inquiry and reply must be sent.

(3) Enquiry for line clear should be despatched on receipt of the out report from the station in rear. In no case must a line clear enquiry be despatched from a station prior to the receipt of the out report, except at terminal stations or under special working instructions.

Writing and signing of messages and authorities to proceed. (1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink or with some other indelible substance, and shall be signed by the person authorised to despatch or issue the same.

(2) No message or authority to proceed shall be written out, either in full or in part, or signed, until necessary.

(3) No message shall be despatched, and no certificate or written permission shall be issued, except by the Station Master or by some railway servant appointed in this behalf by the authorised officer.

Completion of messages. (2) No part of any message shall be despatched or acted upon until the whole message has been written out, except in view to the prevention of an accident or in some other case of emergency.

83. Messages and authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message or authority to proceed shall be destroyed in less than a fortnight after issue.

Cancellation of permission to approach. (3) When a permission to approach has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the permission to approach has been given is and will be detained.

Engine Driver to have authority to proceed. (4) The Engine Driver shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear ticket or Caution ticket duly signed by the Station Master.

Authority to proceed when to be delivered to Engine Driver. (5) An authority to proceed shall not be delivered to the Engine Driver until the procedure, prescribed in the foregoing rules in this Chapter, so far as it is applicable, with such modifications (if any) as may be prescribed under Rule 79, has been followed.

Line Clear ticket. (6) Except under special instructions, the Line Clear ticket referred to in Rule 85 shall be in the form prescribed in Rule 79.

Caution ticket. (7) Whenever, in consequence of the line being under repair, or for any other reason, special precautions are necessary, the Engine Driver must have, instead of a Line Clear ticket, a Caution ticket detailing the reasons for taking such precautions.

NOTE.—This rule does not apply in the case of long continued repairs, when fixed signals are provided at an adequate distance short of such place and have been notified to the Traffic Department.

Responsibility of Station Master as to authority to proceed. (8) The Station Master must see that the authority to proceed delivered to an Engine Driver is accurate, and that, when it is in writing, it is complete and is signed in full and in ink.

90. If the train stops at the station, and is waiting to pass another train, the authority to proceed shall not be delivered to the Engine Driver until the whole of the latter train has come in and is clear of the running road for the former train.

91. An authority to proceed shall not be delivered to the Engine Driver except by the Station Master or by some railway servant appointed in this behalf by special instructions.

92. If two engines are coupled together, or if one engine is in front and another in rear of the train, the authority to proceed shall be delivered to the Driver of the leading engine.

93. (1) The Eng'n' Driver must see that the authority to proceed is accurate and applies to the section which he is about to enter, and, if the said authority is a ticket, that it is complete and is signed in full and in ink.

(2) If the conditions mentioned in sub-rule (1) are not complied with, the Engine Driver shall not take his train past or from the station until the mistake or the omission is rectified.

CHAPTER VI.

RAILWAY SERVANTS GENERALLY.

94. (1) The authorised officer shall supply :—

(a) to each station, and to each Locomotive Running Shed, a copy in English of the rules for the time being in force on the railway concerned under section 47 of the Indian Railways Act, 1890 ; and

(b) to each railway servant on whom any definite responsibility is placed by the said rules, and who understands English, a copy of the said rules, or a copy of such portions thereof as relate to his duties.

(2) The authorised officer may, at his discretion, supply to any railway servant who does not understand English a translation, in a language which he understands, of the said rules, or of such portions thereof as relate to his duties.

95. Every railway servant who has been supplied under Rule 94 with a copy or translation of rules must produce the same on the demand of any of his superior officers.

96. If any such copy or translation supplied to any railway servant should be lost or defaced, he must apply to his immediate superior for a new one.

97. Every railway servant, whether supplied or not with a copy or translation of the rules relating to his duties, must make himself acquainted with such rules ; and the Railway Administration must see that he does so.

98. Every railway servant must assist, whenever necessary, in carrying out the rules for the time being in force under section 47 of the Indian Railways Act, 1890, and must report forthwith to his superior any breach thereof which may come to his notice.

99. Every railway servant must promptly obey all lawful orders given by any person placed in authority over him.

Clerks and other office hands are railway servants under Rule 99.

100. Every railway servant must be in attendance for duty at such times and for such periods as may be fixed in this behalf by the Railway Administration, and must also attend at any other times at which his services may be required.

101. (1) No railway servant shall, without the permission of his superior officer, absent himself from duty, or alter his appointed hours of attendance, or exchange duty with any other railway servant.

(2) If any railway servant desires to absent himself from duty on the ground of illness, he must immediately report the matter to his superior officer, and shall not leave his duty until a competent person has been placed in charge thereof.

102. No railway servant shall place any unprotected light in any vehicle.

103. No railway servant directly connected with the working of trains shall, when on duty or in uniform, obtain spirituous or fermented liquor at any refreshment room at a station, except in accordance with special instructions.

Conduct generally.

- 104.** (1) The conduct of all railway servants must be prompt, civil and obliging.
 (2) Every railway servant must at all times afford every proper facility for the business to be performed, and be careful to give correct information.
 (3) All servants of the railway are strictly forbidden to employ any of the menial staff on private work, either during or after the usual hours of duty, or to engage in any trade or business, either directly or indirectly.

Duties for securing safety.

- 105.** (1) Every railway servant shall be bound—
 (a) to see that every exertion is made for ensuring the safety of the public.
 (b) promptly to report to his immediate superior any occurrence affecting the safe or proper working of the railway which may come to his notice ; and
 (c) to render on demand all possible assistance in case of an accident or obstruction ;
 (d) In case of an accident, the duty of clearing the line, *i.e.*, of removing all damaged vehicles, lies primarily with the Locomotive Department, all other departments doing their utmost to assist ;
 (e) in case a passenger train is stopped by a slip or other obstruction and the traffic branch has no time to arrange transhipping coolies, it is the duty of the nearest officer or subordinate to the accident to help in obtaining coolies and helping the transhipment.

NOTE TO RULE 105 (1):—

Officers of the railway should read Government of India, P. W. D. Department, Circular No. III Railway Traffic of the 14th February 1902, with its enclosures Nos. 1 and 2 and accompaniment.

1. Every railway servant is required to report to the nearest Station Master, "with as little delay as possible, any accidents on the railway which may come to his notice. Where there is no Station Master, the report must be made to the railway servant in charge of the section of the railway in which the accident has occurred.

2. Any Station Master, who may receive a report that an accident has occurred on the railway, must immediately advise the persons mentioned in paragraph 6 (see below), according to the clause under which the accident may come. In order to reduce the length of the telegraphic advices sent to the officers named on the different clauses of paragraph 6, Station Masters should address such messages as follows :—

The spaces provided in Form L. T. 1 for "From (Station)" and "From (Person)" should be filled in, as usual, with the code initials of the station from which the telegram is sent, and the code letters (S. M.) denoting the despatching Station Master. The space provided for "To (Station)" should be filled in with the code initials of those stations at which the different officers reside, who are required to be advised in accordance with paragraph 6. The space provided for "To (Person)" should be filled in with the code letters "Acdt" denoting accident, followed by the class letter, and the number of the sub-para. under which the accident should be classified.

On receipt of such a message, it would be the duty of the signallers to refer immediately to the class the message refers to, for the list of officers to whom copies should be sent, and to deliver to each a copy of the message in question accordingly.

3. The message itself should be written with care and be brief. Before telegraphing, the Station Master should endeavour to obtain the fullest possible particulars, and should carefully classify the message according to the information thus received. For example, in the case of a dead body found on the line, the question whether the death was due to the individual being run over by a train or engine or to natural or other causes should, if possible, be determined, before the accident report is telegraphed. When full particulars cannot be obtained without undue delay, the words, "cause of death unknown" should be added to the message. In reporting derailments or collisions, the Station Master should make it quite clear, if any of the vehicles derailed or in collision were occupied by passengers, or were attached at the time of being derailed or in collision, to a train carrying passengers. Goods vehicles detached from a mixed train and subsequently derailed or in collision during shunting should not be telegraphed as forming part of such mixed train, but reported by wire as derailed or in collision during shunting, as the case may be. Similarly, an engine derailed or in collision while detached from its train should not be telegraphed as forming part of such train but simply as "Engine number."

The telegram should state what the detention to traffic is likely to be, as well as what assistance is required, if any ; also if the transhipment of the passengers is necessary and what number of carriages is required. In cases of damage to road or rolling-stock, the wording of the telegram should be precise ; such terms as wrecked, smashed or destroyed, should be

avoided. The probable time it will take to put things right should also be stated, in order that traffic may be worked accordingly. See also the specific instructions hereinafter given regarding the details to be supplied in cases of accidents of the various kinds.

4. Every railway servant informing a Station Master of an accident or obstruction should in the first instance sign the telegram to "All concerned" as a voucher for its correctness, but it is not necessary that the message when signalled should bear the name or designation of any sender besides the Station Master.

5. Guards, Permanent-way Inspectors and Drivers should not as a rule telegraph to "All concerned," but they may send separate messages to the officers of their own Branches, if they consider it necessary to do so.

6. Telegraphic reports of accidents.

Class A.

1. Persons killed or grievously injured* travelling by train or intending to do so, whether passengers or railway servants.

2. Servants of the railway or of contractors killed or grievously* injured while working or walking within railway limits. But slight abrasions or bruises, which are incidental to man's ordinary duties do not come under this head.

3. Trespassers or others within railway limits killed or grievously* injured.

4. Collisions between engines trains, vehicles or trolleys.

5. Collisions between trains, one of which carries passengers.

6. Any accident of a description usually attended with loss of human life, with grievous hurt, or with serious injury to property.

7. Damage to the line of such a nature as to render it unsafe for the passage of trains, or to probably cause delay to trains.

8. Serious damage to railway stock, or to public or private property.

9. Derailment of any trains carrying passengers, or any part of such trains. (Engines or vehicles not carrying passengers, which are detached from the body of a train carrying passengers, and are derailed while so detached, should not be classed under this head, but under D 3.)

10. Averted collisions.

11. Any other unusual occurrence, affecting or likely to affect the safety of persons, or causing or likely to cause serious delay to traffic or mails or damage to the line, works, or railway stock.

On the occurrence of an accident under any of the above heads, the following persons are to be advised by telegraph :—

M. G. R.	|	L. O.
S. W. W.	|	D. T. S.

Nearest P. W. I.

Accidents under heads 1, 2, 3, 5, 6 and 9 must be reported by telegraph to the District, Civil and Police authorities, and to the nearest Police Officer, and accidents under heads 1, 2 and 3 to the nearest Medical Officer.

All accidents under clause 4, in which passengers or other persons are injured, should also be reported immediately by wire to the Medical Officer, Tindharia.

All accidents under this head must be reported by the Station Master, in writing, to the senior policeman at his station; where there are no Police, the senior policeman of the nearest place should be advised.

The information which is required to be given, when reporting by telegraph accidents under Class A, is as follows and should be given in the order detailed :—

Mileage at which the accident occurred, and the station nearest the spot.

Time and date of accident, and number and description of train or trains.

Nature of accident, and number of people killed or injured as far as known.

Cause of accident.

Probable detention to traffic.

* The following kinds of hurt only are designated as grievous :—

- (1) Emasculation.
- (2) Permanent privation of the sight of either eye.
- (3) Permanent privation of the hearing of either ear.
- (4) Privation of any member or joint.
- (5) Destruction or permanent impairing of the powers of any member or joint.
- (6) Permanent disfigurement of the head or face.
- (7) Fracture or dislocation of a bone or tooth.
- (8) Any hurt which endangers life, or which causes the sufferer to be during the space of twenty days, in severe bodily pain, or unable to follow his ordinary pursuits.

Class B.

1. Running into or over cattle, level-crossing gates, or obstruction of any kind.

On the occurrence of an accident under the above head, if damage is done to the line or rolling-stock, the same officer should be advised as in the case of an accident under Class A ; if no damage is done, the following officers alone should be advised by telegraph :—

M. G. R.	L. O.
S. W. W.	D. T. S.

Nearest P. W. I.

Information to be given when reporting by telegraph accidents under Class B—

Mileage where the accident occurred.

Date of accident and number of train.

Whether the obstruction was removed or thrown off the line. Nature of the obstruction.

Class C.

1. Passengers, intending passengers, railway servants, or others dying from natural causes, or causes unconnected with the railways in trains on the line at stations, or within railway limits.

2. Dead bodies found on the line.

On the occurrence of a casualty of the above nature, the following officers should be advised by telegraph :—

M. G. R.	L. O.
M. O.	D. T. S.

Nearest P. W. I.

Also in cases of death in trains, to the Medical Assistant attached to the railway.

N.B.—The term "Cattle" used here does not include sheep, goats, pigs, dogs, etc.

Information to be given when reporting by telegraph accident under Class C.

Nature of the casualty.

Mileage, if known, at which death occurred.

In cholera cases amongst emigration coolies, the following additional information should also be supplied :—

The place from which the coolie came.

The place to which the coolie was going.

The name of the forwarding agent.

Class D.

1. Vehicles blown away from stations.
2. Trains put on a wrong line.
3. Derailments (within or outside station limits) of engines, vehicles or trains not carrying passengers.
4. Trains parting.
5. Fires in trains, or in railway limits, but when there is serious loss of property, this accident comes under Class A 8.

On the occurrence of an accident under any of the above heads the following officers should be advised by telegraph :—

M. G. R.	L. O.
S. W. W.	D. T. S.

Nearest P. W. I.

Information to be given when reporting by telegraph accidents under class D.

3. In the case of derailments :—

Mileage where the accident occurred.

Cause of derailment.

Whether or not traffic can be worked through.

Damage to rolling-stock and permanent-way.

How long the line is likely to be blocked.

Assistance required.

5. In the case of fires :—

The nature of accident.

The amount of damage done.

The nature of the assistance required, if any.

1, 2 and 4. In these cases—

The nature of the accident.

Class E.

1. Engine failures—

Engine failures, which do not cause an accident coming under any of the preceding clauses of this paragraph, should be reported by telegraph to—

M. G. R.	|	L. O.
		D. T. S.

Nearest P. W. I.

Information to be given when reporting by telegraph accidents under Class E.

The nature of the accident.

The cause which produced it.

Whether or not assistance is required.

7. Written reports of accidents :—

The railway servant who reports an accident to a Station Master must, without delay, submit a written report giving full details to the officer under whom he is directly serving for transmission to the head of the Branch. The written report should give the fullest particulars regarding the accident on form M. G. 14, and the following details must also be invariably supplied when accidents of the nature to which they refer take place :—

In case of accidents.—Locomotive Superintendent, Tindharia, should be furnished with a copy of telegraphic reports of the accidents Class A 4, 5, 7, 9 and D 3, and E 1.

In case of death.—Personal description, caste, age and sex ; cause of death, if known ; number of train travelling by and date ; number and class of ticket ; and station to and from ; number of passengers in the carriage and compartments ; property how disposed of, whether body of deceased handed over to the Police or buried. If not made over to Police, whether sent to Civil Surgeon or not.

In case of great destruction to public or private property.—The extent and nature of such loss should be stated as far as known.

In case of trains parting.—The cause of the train parting should be given ; the position of the vehicle or vehicles of which the couplings gave way ; and the extent of damage to stock, if any. In describing the position of any vehicle, its place in relation to the engine should be given, thus :—“ fourth from the engine,” “ sixth from the engine,” and so on. The total number of carriages in the train should also be stated.

In case of fires in trains.—The position of the vehicle in relation to the engine should be given ; the extent of damage, if any, to the vehicle or its contents.

In the case of obstruction placed on the line.—The names and descriptions of the persons who are supposed to have put them there, and the measures taken with regard to the latter.

8. In case of a person being run over and killed, the body may be moved clear of the line, provided the position of the corpse is carefully noted before this is done. The body, however, must not be removed from the place where the accident occurred until examined by the Police.

9. In all cases of dead bodies found on the line, unless it is known for certain that death was caused by the person being run over, a post-mortem examination will be held by the nearest Civil Surgeon.

10. In case of any serious injury to passengers or employés medical aid must at once be afforded to the sufferers. They must be properly and carefully attended to until removed to hospital, or until handed over to their relatives or friends. A local Medical Officer should be communicated with if he is nearer than any Railway Officer.

11. Every facility must be afforded to the Civil Police and Medical Officers, to enable them to proceed to the scene of a serious accident.

12. Permanent-way men are responsible that each Station Master is informed of the dwelling of the gangmen living between his station and that on either side.

13. When the assistance of an engine is required between stations, either to convey workmen to the site of an accident or to bring in a train engine which is disabled, the Driver and

Guard of the disabled train must jointly sign a memorandum to the effect that another engine is required, and on receipt of this memorandum the Station Master will immediately telegraph for the assistance required. After such a memorandum has been signed by the Guard and Driver, the engine of the disabled train must, on no account, be moved; and it must be protected according to rules.

14. The assistance of a second engine is on no account to be asked for by any Station Master, unless he has in his possession a memorandum signed by the Guard and Driver, stating that such assistance is required; and no engine is on any account to be sent to the assistance of a disabled train, between stations, except on the requisition of the Station Master responsible for reporting the accident.

(2) Every railway servant who observes—

- (i) that any signal is defective, or
- (ii) any obstruction, failure or threatened failure of any part of the way or works, or
- (iii) anything wrong with a train, or
- (iv) any defect in the permanent-way, works, or telegraph, or
- (v) that a collision or other accident is imminent, whether on the main line or elsewhere, or which may be averted by the timely exhibition of a danger signal, exhibit such signal, if it is within his power and means to do so,
- (vi) any unusual circumstance likely to interfere with the safe running of trains or the safety of the public,

must take immediate steps, such as the circumstances of the case may demand, to prevent accident; and, where necessary, must advise the nearest Station Master by the quickest possible means.

Consent required before interfering with signal. 106. No railway servant shall interfere with any signal or its fittings or connections for the purpose of effecting repairs or for any other purpose, except with the previous consent of the Station Master or other railway servant in charge of the working of the signal.

Knowledge and possession of hand signals. 107. Every railway servant employed on or connected with shunting operations of any nature, or the movement of trains, must—

- (a) have a correct knowledge of hand signals, and
- (b) have the requisite hand signals with him while on duty.

Signal lamps.]

108. Every railway servant in charge of signals must see that the greatest care is taken in the cleaning, trimming and lighting of signal lamps.

Leaving vehicles in sidings outside station limits. Obstruction of line. 109. No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running roads and, except under special instructions, unless the wheels thereof are properly secured, and the scotch block, where provided, properly locked.

110. No railway servant shall commence any loading, shunting or other operation by which any running road may be fouled or obstructed, without obtaining the previous sanction of the Station Master, or of some railway servant appointed in this behalf by special instructions, who must see that all necessary steps are taken for the protection of traffic while such operation is being carried on.

Preparation for running of trains. Finding of lost articles. 111. The staff must always be prepared, without previous notice, for the running of trains.

112. Any railway servant who finds on the railway or in any vehicle any article (whether belonging to the Railway Administration or to a private owner) which appears to have fallen from a train or to have been lost, must immediately deliver or send such article to the nearest Station Master, to be dealt with in accordance with special instructions.

Notice before leaving service. 113. Every railway servant shall, before leaving the service, give the Railway Administration the notice specified in his agreement (if any), or if no notice is so specified, then one month's notice in writing.

Surrender of railway property on leaving service. Payment of staff. 114. When a railway servant leaves the service he must deliver up to the Railway Administration, or to a person appointed by the Railway Administration in this behalf, any property in his custody which belongs to the Railway Administration.

115. (1) No payment will be made by the Paymaster from the train excepting to the train staff on duty. The rest of the staff will only be paid when the Paymaster's trolleys run through, in the regular course.

(2) No deduction is to be made from the pay of the staff by the Paymaster, unless the slip or paysheet bears the initial of the General Manager. Any of the staff obstructing the Paymaster in reference to payment of such debits, will be severely dealt with. They can however, if they wish, submit, after payment, an appeal against such deductions through the heads of their Branches, and this will have the attention of the General Manager in due course.

CHAPTER VII.

STATION MASTERS.

116. (1) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the several members of the staff employed, either permanently or temporarily under his orders at the station or within station limits ; and such staff shall be subject to his authority and directions in the working of the station.

(2) The Station Master shall also be responsible that the general working of the station is carried out in strict accordance with the rules for the time being in force.

(3) The Station Master is personally responsible for the proper keeping of the cash books, and that they contain entries of all moneys received on whatever account ; he must sign the books every day, certify the correctness of the entries, and see that the cash has been duly remitted to the cash office.

NOTE TO RULE 116 :—

Rates and Conditions.

For all Fares, Rates and Conditions references should be made to the Current Joint Coaching and Goods Tariff published by the E. B. S. Railway, a copy of which should be with every Station Master.

Alterations to Appendices A & B of the General Rules.

References concerning alterations to the Appendices A and B of the General Rules of the Darjeeling-Himalayan Railway published in 1908 will be found in the Joint Goods Tariff under the heading "Rules for the Conveyance of Dangerous goods."

Instructions regarding Transmission of Station Earnings to Darjeeling.

1. All cash bags with station earnings must be deposited in the travelling cash safe fitted in the Guard's van of the up mail train. The Guard will sign a certificate in the attached form (No. S. N. 62). Each Station Master will be furnished with a book containing these forms. The signature of the Guard must invariably be obtained in ink. Cashier will also grant a certificate to the Station Master, Darjeeling, in the accompanying form (No. S. N. 62 A). This latter form will also be countersigned by the traffic cash witness.

2. The cash will arrive at Darjeeling station in the travelling cash safe every day by the up mail train. The Traffic Branch will be responsible for the money until taken over by the Cashier.

3. After the arrival of the mail train every day, the Station Master of Darjeeling will see that the safe is removed from the Guard's van to the Cash Office, where it will be opened by the Cashier in the presence of a cash witness to be furnished by the Traffic Branch.

4. If any cash bag be found missing in the cash safe, the Cashier and the cash witness will immediately wire jointly to the Station Master who has not sent the bag, forwarding a copy of the message to the General Manager and also to the District Traffic Superintendent.

5. Should any of the bags be found torn or the locks or seals damaged, the Cashier and the traffic cash witness will have the bag examined carefully and note the circumstances and open such bag first, and if after opening, the contents do not agree with the remittance note, a joint telegram from the Cashier and the traffic cash witness should be sent to the forwarding Station Master. In cases of serious discrepancies, copies of such messages should be given to the General Manager and to the District Traffic Superintendent for necessary action.

6. After the cash of one station is taken by the Cashier, the remittance note and the receipt will be initialled by the traffic cash witness. All corrections will also have to be initialled by the latter.

Instructions regarding "Railway or Owner's Risk."

I.—Staff concerned are required to note that the remark "at Railway Risk" or "at Owner's Risk" must be stamped on all invoices.

In case of failure to enter the remark "at Railway Risk" or "at Owner's Risk" on invoices, the receiving stations shall wire to the forwarding station enquiring whether the consignment is booked "at Owner's Risk" or "at Railway Risk" and the receiving station will be held responsible for the collection of the correct charges.

Instructions regarding irrecoverable undercharges.

II.—When undercharges are irrecoverable, in the absence of special agreement the following rules shall apply :—

In the case of goods invoiced "To pay," the forwarding station shall be responsible that the correct charges are entered on the invoice for the proportion due to the forwarding railway ; the receiving station shall be responsible for the proportion due to the receiving railway.

For the charges due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division : in all other cases the railway which effects the delivery and collects the charges shall be responsible.

No shortage certificates to be issued when consignments are covered by Risk Notes.

All Station Masters, Goods and Booking Clerks should note that no shortage certificates for consignments, which are covered by Risk Note should be issued, and if any one is found to do so, he will do it solely at his own risk as the Company will not admit liability for such shortage or damage.

Filling in of Risk Note Forms.

Care should be taken to see that the blank space and other particulars provided in the Risk Note Forms should be properly filled in by consignors of goods before they are accepted by the staff concerned, and as incomplete documents will not help this and the connected railways in a court of law, the staff concerned are therefore instructed that under no circumstances must they accept incomplete Risk Note Forms from the senders of goods and parcels. The Station Master or Clerks neglecting the above will be held responsible for any loss entailed upon the railway.

Filling in of Receipt Notes.

Station Masters, Goods Clerks and other staff concerned are instructed that in issuing Receipt Notes to senders or consignors of goods, both in local and through booking, they must invariably fill in the column which is provided in the same. In the case of through consignments proportions due to each line must be shewn separately in the Receipt Notes.

Quoting of Rates to the public.

All endeavours must be made by the staff to quote correct rates to the public. Any infringement of this order will be seriously taken up.

Charges for telegrams for rebooking parcels or goods, etc.

Station Masters, Goods and Booking Clerks and others concerned should note that whenever it is necessary to make use of the wire for rebooking a consignment or parcel at the request of the consignor or consignee (as the case may be) to the forwarding or to some other station, or for tracing parcels or goods, etc., which have been lost or missing, but not booked in the usual way, they must realise beforehand the cost of the telegrams required to be sent in his behalf, and send them as paid private messages and not on railway service.

The attention of the staff concerned is also drawn to the following rules which are at present in force :—

"When telegrams are required to be sent enquiring for, or giving directions regarding, luggage or property which has been left in any of the railways' waiting-rooms or trains, the cost of forwarding the message must be borne by the owner of the property."

Survey of tea chest before accepting for carriage.

Consignees of tea chests demand a survey of the contents of every chest of tea forming a consignment in cases where some of them only bear signs of wet or damage.

Station Masters and Goods Clerks of forwarding stations should carefully examine each consignment before granting a receipt and should note both on the receipt and invoice the numbers of chests on which there is any outward trace of damage, so that the responsibility of this and connected railways may thus be minimized.

Carriage of birds and small animals in crates.

1. On the Darjeeling-Himalayan Railway no consignments of birds, small animals, etc., in cages or baskets will be accepted for despatch unless due provision is made by the sender for their food and water, and all consignments in which birds, etc., are over crowded will be refused.

2. Baskets measuring 4 ft. by 2 ft. by 1 ft. must not contain more than 20 fowls or 15 ducks. Consignments for distances of 200 miles and over will not be received unless they are accompanied by an attendant who will feed and water the birds during the journey.

NOTE.—All baskets or crates containing birds, etc., should be made sufficiently strong so as to be stacked one above the other without damaging the lower crates.

Instructions regarding submission of Coaching Returns and Collected tickets and Pass Returns.

All Station Masters, Guards, Booking Clerks, Ticket Checkers and other staff concerned should note that statements of coaching traffic and of collected tickets and passes (in Forms Nos. S. N. 8 and S. N. 28 respectively) will have to be prepared and submitted separately, *viz.*, the former by the Station Masters and Booking Clerks, on the day following the sale of the tickets, and the latter by the Ticket Checkers. The statement of collected tickets, etc., for the up mail train will have to be submitted on the date of collection and that of the down mail train on the day following the collection to the office of the General Manager.

As regards passengers travelling by up and down mixed trains, the Ticket Checkers will have to prepare and submit separate statements of collected tickets, etc., same as in the case of mail trains. The Station Masters and Booking Clerks will also have to submit separate statements for sale of tickets by these and other goods trains.

Goods trains which have no Ticket Checkers, the Station Masters of the several stations to which passengers are booked, have to collect tickets and submit separate statements of collected tickets on the day following the collection in form No. S. N. 28.

Any irregularity or delay in the submission of the statements by the staff concerned will be taken up in due course.

A supply of forms Nos. S. N. 8 and S. N. 28 will be sent to each Station Master and Ticket Checker, respectively, and all requisitions for future supply should be sent to the office of the General Manager.

Notice to be sent to sending station within six hours of the receipt of damage, deficiency, or loss of goods.

The staff concerned are hereby informed that any damage, deficiency or loss to consignment of goods, parcels, or luggage, etc., must be notified to the sending and transhipment stations by telegram within six hours of the time at which the wagon containing the goods, etc., has arrived.

Instructions regarding Counterfeit coin.

All Station Masters, Booking and Goods Clerks and other staff concerned are warned that they should be careful to reject counterfeit coin or coin that have been fraudulently altered or have unduly lost weight otherwise than by fair wear and tear, it is open to objection that the coinage of any particular year should be singled out for special scrutiny.

Care should also be taken to scrutinise every Currency Note, and a record should be kept of the numbers. Notes of Rs. 50 and over should, when possible, be signed by the tenderers.

Outstandings at Stations.

The attention of Station Masters, Goods and Booking Clerks, Signallers in charge is drawn to the following orders :—

2. Every debit, whether arising from error, in charging short remittance of cash base coin or other cause is payable by the person through whose fault it has been incurred. It is therefore the duty of Station Masters or other responsible Station Officers, on receiving a schedule of errors, undercharge memo., error sheet, or other advice of debit to ascertain by whom the amount is payable, and see that the following rules are strictly observed.

3. Immediately on receipt of undercharge memo., error sheet, schedule of short remittance, or base coin, or other advice of debit, it should be checked, and the debit, whether admitted or not, must be taken to account in the first Balance Sheet to be submitted to the General Manager's office.

4. The debit, if admitted, should be paid in, within seven days; if objected to, the grounds of objection, with other necessary details, must be at once reported to the General Manager.

5. Debits on account of base coin, etc., returned by Cashier, and short remittances of cash must be made good at once, and no objection whatever will be entertained for debits of this nature.

6. When debits are due by a subordinate, who has been removed to another station, or who has left the service, the General Manager's office should be advised immediately with a view to realization.

7. Neglect to deal with the undercharge memo., error sheet, and cashier's advices of short remittances, and base coin in the manner stated above will render the person at fault liable to punishment by fine, as well as to having the debit realized from his pay without further reference.

8. The Station Masters must see that all admitted debits are realized and remitted to the Cashier, within seven days as required by para. 4, but if this is not done, the Station Master should submit the accompanying list (Form No. 233) not later than 5th of every month, giving the name and designation of the person responsible, otherwise the Station Master, Goods Clerks or Head Booking Clerk will be held responsible for the same and recoveries made accordingly from their pay.

9. A list (in Form No. 232) must be submitted to the Head Office not later than 5th of every month both for goods and coaching debits showing the objected items of all Audit debits and the grounds of objection must be stated fully, brief explanation as "under reference" or "see letter No. " will not be accepted.

10. A list (Form No. T-231) which should contain all goods and coaching outstandings, due to error in accounts, i.e., where two invoices or way-bills are issued or received, invoices issued to wrong destination, invoices issued "Paid" instead of "To Pay," invoices issued for goods, etc., withdrawn, should be submitted along with the above returns (Forms Nos. 233 & 232). The circumstances relative to each case must be reported in full in the list, and the action taken towards clearance of the items.

11. Goods and parcels lying undelivered over four weeks.—The attached list (Form No. 230) will include goods and parcels both "Paid" and To "Pay" not delivered. Only items over four weeks old should be entered, with full details as to cause of non-delivery. The action taken by the Station Master and Goods or Parcel Clerk towards their clearance should also be stated, viz., if the goods or parcels are on hand, consignee or consignor should be written to, and if no satisfactory replies are received, the General Manager should be referred to, regarding transferring the consignment to the Lost Property Office. If the goods or parcels have not arrived, the forwarding and junction station should be asked for particulars of despatch, etc., and the result reported to the General Manager. Full particulars with number and date of each letter written, or goods or luggage and parcels return number, etc., must be stated in the list.

12. All the four lists must be compiled from the last Balance Sheet and submitted to the General Manager correctly and punctually every month. If there are no items to be entered in any list, a *nil* form must be submitted.

Responsibility for the whole working machinery. 117. The Station Master shall see that all signals, all points, all scotch-blocks, and the whole working machinery of his station are in proper working order, and shall immediately report all defects therein to the proper authority.

(1) All weighing machines belonging to the various stations and goods sheds should be oiled and cleaned and adjusted at least once a month.

(2) All weighing machines should be kept on perfectly level platform as uneven ground interferes with correct weighment.

(3) All application for cleaning and adjusting weighing machines or the weighbridge at Siliguri should be made to the District Traffic Superintendent who will arrange with the Loco. Branch.

Switches, points, facing points, signal and scotch-blocks.

118. The Station Master must take steps to ensure—

(a) that the switches of all traps and siding scotch-blocks are set against the lines they are intended to protect.

(b) that all points are correctly set, in accordance with special instructions, for the passage of trains or vehicles, and that all facing points and scotch-blocks are securely locked for the passage of trains;

(c) that all signals at his station are correctly worked;

(d) that no points should be open for shunting over the main line till the scotch-blocks are fixed across the main line; and

(e) that when a train is to run through a station the Station Master or Signaller-in-charge is responsible for the proper setting and securing of all points.

Load of trains.

119. The Station Master must leave it to the discretion of the Driver to determine what load the engine can take; but every instance of refusal by a Driver to take the load prescribed must be reported by the Station Master to his immediate superior.

NOTES REGARDING LOADS—

The attention of all Station Masters and other staff concerned is drawn to the necessity of seeing that loads of all vehicles and parcel vans which are attached to the up and down mail trains and other trains are either evenly distributed or put in the centre to prevent the vans, etc., being derailed.

In the case of fowl vans the heavier packages to be on the floor of the vehicle.

Instructions regarding loads forming trains.

TERAI SECTION—Up and Down.

"A" Class Engine 2,300 mds. }
"B" " 3,000 " } Maximum load for goods trains.
Passenger train—30 vehicles maximum.

UP HILL LOADS.

"B" Class Engine loads will be as under for passenger trains :—

Covered Goods.	1st Class Saloon or Invalids' carriages.	2nd Class closed carriages.	3rd Class Trolleys or Mail and Fowl vans.	Total number of vehicles.	REMARKS.
1	4	3	6	14	
2	3	3	6	14	{ Vehicles heavily loaded.
3	2	3	6	14	
2	2	3	8	15	{ Ordinary trains vehicles fairly loaded.
2	1	3	9	15	
2	2	3	9	16	Light trains.

* One officer's trolley may be attached, additional.

"A" Class Engine should have 2 heavier vehicles (such as covered goods, 1st class Saloon or invalids' carriage) less.

† A bogie coach to count as two 1st class vehicles.

DOWN HILL LOAD—Passenger Trains.

Ghoom to Kurseong, not to exceed 18 vehicles for "A" or "B" Class Engines.

Kurseong to Tindharia, not to exceed 16 vehicles for "A" or "B" Class Engines.

Tindharia to Sookna, not to exceed 20 vehicles for "A" or "B" Class Engines.

N.B.—No "Up Hill" passenger train is to have more than 9 ordinary Trolleys, attached in rear of the 2nd Class Carriages, Brake van and Fowl van included.

GOODS TRAINS—Up Hill.

"A" Class Engine 500 mds.

"B" " 700 " }
One Trolley may be attached. } Maximum "Paying" load for goods trains

EMPTIES—Up Hill.

"A" Class Engine hauls 12 empties.
"B" " 15 " } Goods vehicles.

GOODS TRAINS—Down Hill.

"A" Class Engine loads 12 loaded and 2 empties.
"B" " 14 loaded only. } Maximum load.

N.B.—Ghoom to Darjeeling, loads same as above, mail train may take with "A" Class Engine 500 maunds, and with "B" Class Engine 700 maunds "weather or state of rails permitting" in addition to ordinary passengers. The maximum number of vehicles not to exceed, coaching or mixed, 20 for "A" Class Engine, and 22 for "B" Class Engine.

In emergency 18 empties may form a train—Ghoom to Kurseong.

In Fox's type open wagons, the maximum load is 120 maunds. In covered goods vehicles of this type, the maximum load is 110 maunds. In the Howard's type open wagons, the maximum load is 100 maunds. The maximum load of a Clemenson car is not to exceed 200 maunds.

No Clemenson car is to be attached to passenger or mixed trains.

Not more than one Clemenson car is to be attached to any train except in the case of girder trucks, when two Clemenson cars may be attached with a carrying capacity of 150 maunds only for the two trucks.

† In forming up loads at Sukna or other stations, no train should exceed 900 maunds draw bar load for "B" Class Engines and 650 maunds for "A" Class Engines.

† This is subject to alteration by the Loco. Superintendent.

Inspectio
n book at
stations.

120. An inspection note book must be kept at each station for the remarks and instructions of inspecting officials. This book must be kept in the personal custody of the Station Master, and produced by him on each occasion when any member of the inspecting staff visits his station. The Traffic Officers and Inspectors of Accounts will examine and initial these books each time they visit a station.

Equipment
of station
for hand-
signalling.
Daily inspec-
tion of
station.

121. The Station Master must see that his station is adequately supplied with all necessary equipment for hand-signalling.

122. The Station Master shall daily inspect the station, and see that all rooms, offices, platforms, latrines and other appurtenances are kept neat and clean.

123. The Station Master of a station shall be responsible for the security and protection of the property of the Railway Administration at the station.

124. The Station Master must see before he gives the Guard or Driver permission to start a train, that all is right for the train to proceed.

Responsibil-
ity of Sta-
tion Master
for property.
Responsibil-
ity of Sta-
tion Master
before giving
permission to
start train.

Responsibil-
ity regarding
passengers on
large trolleys.

Examination
of trains be-
fore starting.

Complete
train passing
through sta-
tion.

125. Station Masters, and the officer-in-charge of large Trolleys running under "line clears," are responsible to see that no person other than one of the officials of the railway, travels on such trolleys without first signing the Indemnity Form provided for such persons.

126. When a train is examined by a Carriage and Wagon Examiner at a station, the Station Master shall not give permission to start the train until he has received a report from such Examiner to the effect that the train is fit to proceed.

127. (1) The Station Master must see that every train passing through the station is provided with a tail-board or tail-lamp on the last vehicle.

NOTE.—If a tail-board or tail-lamp be not available, a red flag or other device may be used in accordance with special instructions.

(2) If by day the tail-board or tail-lamp be missing or if by night the tail-lamp be out or be missing, the Station Master must immediately advise the station ahead to stop the train, to see that the defect is remedied, and reply saying whether the train is complete or not.

Supply of
rules, and
distribution
or exhibition
of other
documents.

IX of 1890.

Obedience to
orders and
keeping of
books and
returns.

Behaviour
of railway
servants.
Assistance
to passengers.

Report of
neglect of
duty.

Subordina-
tion of rail-
way servants
to Station
Master; his
general re-
sponsibility.

128. The Station Master must see—

- (a) that every railway servant subordinate to him who should be supplied with a copy or translation of these rules under rule 94 duly receives the same;
- (b) that the working time-table in force together with all corrigenda and with the appendix thereto (if any), working instructions, and other notices having reference to the working of the line, are properly distributed or exhibited as may be required;
- (c) that both the English and vernacular sheet time-tables and fare-lists are correctly exhibited at all stations where traffic is booked; and
- (d) that the Indian Railways Act, 1890, and Goods and Coaching Tariffs are available for inspection by the public.

129. The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out and that all books and returns are regularly written up and neatly kept.

(a) Station Masters shall receive their orders from and report to such Traffic Officers as may be placed over them by the authorised officer.

130. The Station Master must see that all railway servants at his station behave respectfully and civilly to the public and to passengers of every class.

131. (1) The Station Master must see that each member of the platform staff is acquainted with the times of arrival and departure of all passenger trains, so as to render information to the public when required.

(2) Upon the arrival at a station of a train carrying passengers, the Station Master must see that the station servants pay immediate attention to any indication shown by passengers of their desire to receive assistance.

132. The Station Master shall report, without delay, to his immediate superior, all neglect of duty on the part of any railway servant who is under his orders.

133. All railway servants employed, whether temporarily or permanently, at a station or within station limits, shall, in carrying on their duties connected with the working of the line or station, be subject to the authority of the Station Master.

134. The Station Master must see that the shunting of trains or vehicles is carried on Shunting only at such times and in such manner as will not involve danger.

(1) The Station Master must see that vehicles standing at the station in sidings are properly secured in accordance with special instructions, and that scotch-blocks are fastened,—

(a) All vehicles detached from running trains and left in siding where locked scotch-blocks or traps are not provided, are to be secured so as to prevent them from being blown out in a storm or escaping in any other way, by passing a chain under the rail and round one or more of the wheels of the vehicles nearest to the points of siding in which the vehicles are standing, and then, after fastening the chain by a padlock, coupling up the other vehicles to the vehicle so secured.

135. The Station Master shall be responsible that the doors and windows of all empty compartments are closed when the carriages are standing on a siding, and that all purdas are fastened down. Closing of empty compartments on siding.

136. If any vehicle escapes from a station, the Station Master must take immediate steps to warn the other stations concerned, and, as far as practicable, to prevent accident. Vehicles escaping from station.

137. The Station Master shall be responsible that each train after finishing its journey, and all vehicles shunted off at the station as "empties," are carefully searched. Searching of trains and vehicles shunted off at station.

138. (1) When a report of any accident or obstruction is received by the Station Master, he must see that all necessary precautions are taken, by the most expeditious means possible, for the protection of traffic. Accident or obstruction.

(2) If an accident happens to a train, the Station Master must arrange for all necessary assistance to be sent to the train.

(3) The Station Master shall as soon as practicable report each accident in accordance with special instructions.

138A. (a) When a small trolley is running it is the Station Master's duty to warn the next station that the trolley is on the line and to turn to telegraph ahead to the destination given in the telegram by the person using the trolley at the starting point. Running of small trolley and lorry working on line.

(b) The Station Masters should endorse on the Line Clears of all up trains meeting the trolley that such trolley is on the road.

(c) When the line has not been so blocked and a lorry whether loaded or empty is placed on the line, intimation must be given to the nearest Station Master in writing, stating what work will be done on the line, and at what mile and nearest bridge the lorry is likely to be met with. The Station Master must, either before the lorry leaves his station, or immediately on receipt of the message that the lorry is to work, caution the next station on the section where the lorry is to work, and give permission to the railway servant in charge to work, in writing. The Station Master must endorse on the Line Clears of all trains that such a lorry is working near such a mile or bridge.

CHAPTER VIII.

GUARDS.

139. Every Guard must be in attendance at the station from which his train is to start, half an hour before the time appointed for the departure of the train, or at such earlier time as may be ordered by the authorised officer. Time of attendance of Guards at station.

140. Drivers and Guards shall receive their orders from the Station Master, or from some other railway servant appointed in this behalf by the authorised officer, and must apply to such Station Master or other railway servant for the time-tables, equipment and stores referred to in rule 143. Drivers and Guards from whom to receive orders.

141. After an engine has been attached to a train, and during the journey, the Guard or Guard to be (if there be more than one Guard) the head Guard shall be in charge of the train in all matters affecting the starting, stopping or movement of the train for traffic purposes. in charge of train.

(a) All Guards, Ticket Checkers or others acting as Guards (or Drivers in the case of goods trains) will be held responsible for any theft or loss that may occur to goods, luggage or parcels made over to them, unless they can show that it was occasioned by circumstances beyond their control.

(b) Guards are strictly prohibited from accepting parcels, etc., which are not entered in their guidances : every breach of this rule should be brought to the notice of the District Traffic Superintendent.

(c) Guards should obtain a receipt for every item delivered by them during a journey and at the termination of a journey ; any omission to do so will be taken as presumptive evidence of non-delivery.

Subordination of Guards in station limits.
Guard's equipment.
IX of 1890.

142. When a train is within station limits, the Guards shall be under the orders of the Station Master.

143. (1) Every Guard must have with him, while on duty with his train,—

- (a) a copy of the rules for the time being in force on the railway concerned under section 47 of the Indian Railways Act, 1890, or such portions of them as have been supplied to him under rule 124.
- (b) a copy of the working time-table in force on the lines over which the train is to run,
- (c) a watch,
- (d) a hand signal lamp,
- (e) a whistle,
- (f) two red flags and a green flag, and
- (g) such other articles, as may be prescribed by the Railway Administration in this behalf.

(2) If any Guard is not in possession of any article mentioned or referred to in sub-rule (1), he must report the fact to the Station Master of his head-quarter station whose duty it shall be to make good any deficiency.

Permission to starting from station.

144. (1) The Guard in charge of a train shall not give the signal for starting the train from a station at which it has stopped until he has received permission from the Station Master.

(2) The Guard in charge of a train with passenger vehicles attached shall not give the signal for starting until he has satisfied himself that no passenger is getting into or out of the train, that no person is riding outside a carriage, and that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the carriage of passengers.

Guard to examine notices before starting.

145. Every Guard, before starting with his train, must examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

Duties of Guard before starting a train and during the journey.

146. The Guard or Driver when taking over charge of a train must satisfy himself, before the train is despatched,—

- (a) that each vehicle of a train is properly coupled, loaded, and marshalled,
- (b) that the train is provided with the prescribed brake-power, and that all the brakes are in working order,
- (c) that the doors of all carriages and wagons are properly closed,
- (d) that the train carries all necessary tail-boards, brakevan or other lamps and signals necessary and that when required such lamps are lighted and kept burning brightly,
- (e) that the cord or other appliance for communication between the Guard, brakesman and the Engine Driver is in proper working order,
- (f) that all lashings, sheetings, if any, and chains are secure,
- (g) that the doors, windows, and purdhas of empty compartments are properly closed,
- (h) if the train be an exceptionally heavy one, that as many additional brakesmen as required are provided,
- (i) that as far as possible, all passenger Trolleys are to be turned so that on leaving Siliguri the foot outside brakes are all on the side nearest the platform. Drivers, Carriage Examiners, and Guards, will bring to the notice of the Station Masters concerned any departure from this order and rectify it before trains leave Siliguri or Darjeeling and check any vehicles that may be attached at intermediate stations and see that the brakes on them are in accordance with above,
- (j) generally, that, as far as he can ascertain, the train is in a state of efficiency for travelling.

Duties of Driver and Guard as to loading of wagons and trucks.

147. The Guard or Diver in charge of train must, unless this duty is, by special instructions, imposed on some other railway servant, carefully examine the loading of any wagon or truck which may be attached to the train at a station or siding; and should any wagon or truck become unsafe from the shifting or derangement of the load, he must, on the arrival of the train at the next station, at once have the load readjusted or the wagon or truck removed from the train.

Setting watch.

148. Before a train starts from a terminal or engine-changing station, the Guard in charge must set his watch by the station clock and communicate the time to the Engine Driver.

149. Every Guard shall give his best assistance to passengers entraining and detraining. Passengers.
150. Every Guard must see—
 (a) that no person rides outside a carriage, and
 (b) that, except in accordance with special instructions, no person travels in any compartment or vehicle not intended for the carriage of passengers;
 (c) that no railway servant shall travel in a train unless he is provided with a proper ticket or free pass;
 (d) that no railway servant or person shall, otherwise than in the execution of his duty, ride in a brakevan or in any vehicle in which luggage, goods or parcels are being carried.

NOTE TO (c)—

- (1) The following free passes are to be recognised on the Darjeeling-Himalayan railway :— Subsidiary Rules for free fares.
- Gold khookri passes.
 - Silver khookri passes.
 - Card passes.
 - Paper cheque passes.
- (2) There are two kinds of gold and silver passes in use, *tiz.*, complimentary and service.
- (a) Complimentary passes are in every case to be considered personal and non-transferable. Service passes are transferable, but are to be used only by the holders of the office.
 - (3) Holders of gold and certain silver khookri passes, also 1st class cheque or paper passes are authorized to travel in first class compartments and two servants in third, and with 3 maunds of luggage.
 - (4) Holders of second class silver khookri passes, or second class cheque or paper passes, can only travel in a second class compartment, and one servant in a third class compartment with a free allowance of $1\frac{1}{2}$ maunds of luggage.
 - (5) Holders of periodical card passes (first class) are only for the persons named therein with $1\frac{1}{2}$ maunds of luggage and no servants.
 - (6) Holders of periodical card passes (second class) are only for the persons named therein and with $1\frac{1}{2}$ maunds of luggage and no servants.
 - (7) Holders of third class passes can only use them for themselves and are not transferable unless otherwise noted on the pass. Fifteen seers of luggage only is allowed free.
 - (8) Unless otherwise stated in the pass, only the prescribed amount of luggage is allowed to be taken free, and any excess is to be paid for.
 - (9) Only the General Manager and the Agents of the Railway are authorized to issue 1st, 2nd and 3rd class passes.
- Third class passes only can be issued by the Superintendent of Way and Works, the Locomotive Superintendent, and the Traffic Officer.
- (10) The officers authorized to issue passes must submit a return of all passes issued by them monthly.
- (11) The transfer of all passes, unless otherwise provided for on the pass or in the foregoing rules, is strictly prohibited, and persons using such or travelling with an irregular pass not signed, unless they can prove no fraud were meant, are liable to be prosecuted under section 112 of the Indian Railways Act, 1890 (IX of 1890).
- (12) Exchange of passes with other railways is not allowed with the exception of the Eastern Bengal State railway and the following scale is to be observed, both in asking for and granting passes :—
- I. Rs. 15 to Rs. 100—3rd Class.
 - II. Rs. 101 to Rs. 300—2nd Class.
 - III. Rs. 301 and upwards for superior establishment—1st Class.

NOTE.—Employés of the subordinate establishment, if drawing salaries more than Rs. 300, will not be entitled to first class privilege passes. Menial staff are not entitled to privilege passes.

(13) The following is the scale to be observed for the issue of privilege and family free passes to the Company's servants :—

- Rs. 7 to 90—3rd Class Pass with luggage 15 seers.
- Rs. 91 to Rs. 200—2nd Class Pass with luggage $1\frac{1}{2}$ maunds.
- Rs. 201 to Rs. 300 and upwards—1st Class Pass with luggage 3 maunds.

(14) A list of the persons authorized to use metal passes will be issued from time to time as a Staff notice.

Exchange of signals between Guard and Engine Driver.

151. The Guard or Jemadar-Brakesman in charge of a train must exchange signals with the Engine Driver at such times and in such manner as may be prescribed by special instructions.

- (a) As soon as the train has passed out of station limits.
- (b) Whenever a train runs through a station without stopping.
- (c) When starting any train after it has stopped outside station limits.
- (d) After passing all siding points.

Guard to keep a good look-out.

152. Every Guard must keep a good look-out while the train is in motion and must satisfy himself from time to time that the tail-lamp if required is in position, that all brakevan lamps, if required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner, also to satisfy himself that rule 32 is observed.

Attracting attention of Engine Driver.

153. (1) If any Guard sees reason to apprehend danger, or considers it necessary for any reason to stop the train, he must use his best endeavours to attract the attention of the Engine Driver.

(2) In the absence of other means of communication with the engine, a Guard desiring to attract the Engine Driver's attention must apply his hand brake sharply and must as suddenly release it.

(3) When the attention of the Engine Driver has been attracted the necessary Danger signal must be shown.

(4) If the train is fitted with a continuous brake, the Guard may, in case of emergency, apply such brake to stop the train.

Application of Guards' brakes.

154. (1) When the Engine Driver sounds three or more short, sharp whistles, or the brake whistle, the Guards must immediately apply their hand brakes.

(2) When a train is travelling down a steep incline, the Guards must, if necessary to steady the train, assist the Engine Driver with their brakes.

(3) Before any train starts down-hill, the Driver will see that the Jemadar-Brakesman releases the levers of all brakes, and, if necessary, pins them down so as to put on the pressure required to hold the vehicles forming the train to a speed of 10 miles an hour.

Guard to see that train is stopped clear of fouling points. Detaching engine.

155. When a train comes to a stand at a station the Guard must see that whenever possible the last vehicle of his train has cleared the fouling points of all points and crossings.

156. Whenever a train has been brought to a stand, and it is necessary for the engine to be detached from the train for the purpose of attaching or detaching vehicles, the Driver must, before the engine is uncoupled, satisfy himself that the brakes of all vehicles uncoupled from his engine are secured, and that wooden wedges are placed under the wheels of heavy vehicles. The Jemadar-Brakesman must be left in charge of such vehicles until they are again coupled on to the engine.

Coolies on ballast train.

157. Guards or Brakemen in charge of ballast trains must, before giving the signal to start, see that all the coolies are on the train, and must warn them to sit down.

Guard not to leave train till handed over.

158. No Guard in charge of a train shall leave it until it has been properly handed over in accordance with special instructions.

CHAPTER IX.

BRAKESMEN.

Duties of Brakemen.

159. All the Brakemen are under the orders of the Driver whilst running and are to obey any orders given to apply brakes immediately the signal is given from the engine. The signal for brakes is to be 3 short whistles for emergency and 2 for gradual application. (See Rule 154.)

(1) Every Jemadar-Brakesman must have the prescribed hand signals.

(2) The Jemadar and Brakemen must on no account ride on the roofs of coaching vehicles, but must be within reach of the brake levers ready to apply them immediately both on the up and down hill journeys when necessary.

(3) The coupling and uncoupling of vehicles must be done by the Jemadar-Brakesman only, under the orders of the Driver. No vehicle in a train is to be uncoupled without such orders.

(4) The Jemadar and Brakemen must see that no unauthorised persons ride in or on any vehicle containing luggage, goods or parcels.

(5) The Jemadar-Brakesman shall in all cases ride on the last vehicle of the train and shall exchange signals with the driver as laid down in Rules 151 and 153.

(6) When there is no Guard to a train the Jemadar-Brakesman must carry out, under the Driver's orders, such rules as are applicable.

NOTE.—Brakesmen must also understand Rules 24 and Note 31, 36, 37, 38, 39, 40, 41, 42, 45, (5), 47, 49, 50, (1), (3), (4), (5), 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, (a), (b), (c), 107, 108, 109, 110, 111, 112, 113, 114, 133, 141, 146, 147, 150, 151, 152, 153, 154, 155, 156, 157, 158, 182, 183.

CHAPTER X.

ENGINE DRIVERS AND FIREMEN.

ENGINE DRIVER AND FIFEMAN.

160. The Engine Driver and Fireman must be with their engine at such time previous to the starting of the train as may be ordered by the authorised officer.

- (a) The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of the train.
- (b) The Driver must place his engine in front of the train not less than five minutes before the time of starting, unless otherwise ordered by an officer, or Station Master in authority.

161. Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running road unless both the engine Driver and the Fireman are upon it.

- (a) In case a Driver becomes incapacitated on the journey, the Fireman is to take charge of the engine to the next station, and will be held responsible for observing all the rules applicable to Drivers, whilst he is in charge.

162. Except in accordance with special instructions, no person other than the Engine Driver and the Fireman shall ride on the engine or tender.

163. The Fireman must obey the orders of the Engine Driver in all particulars.

164. Every Engine Driver must keep a good look-out while the train is in motion, and every Fireman must also do so when he is not necessarily otherwise engaged.

165. The Engine Driver and the Fireman must frequently during the journey look back to see whether the train is following in a safe and proper manner.

166. An Engine Driver or Fireman shall not throw out water, fire or cinders when passing through a station yard or tunnel, or when on a bridge. Also should not open, or have open, the pet cocks of their feed pumps when passing persons, pointsmen, gangmen, carts or animals.

ENGINE DRIVER.

167. Every Engine Driver must have with him, while on duty with his train,—

- (a) a copy of the rules for the time being in force on the railway concerned under section 47 of the Indian Railways Act, 1890, or of such portions of them as have been supplied to him under rule 94;
- (b) a copy of the Working Time-table in force with all corrigenda and with the appendix thereto (if any) on the lines over which the train is to run; and
- (c) the equipment and stores prescribed by the Railway Administration in this behalf.

168. The Engine Driver must, before starting, satisfy himself that his engine is in proper working order.

169. The Engine Driver must satisfy himself that all couplings are in good order before leaving a terminal station, or a station where vehicles have been attached.

170. The Engine Driver must, before starting, see that the proper Engine Lamps are shown, and must see that the lamps are kept burning brightly at night and in thick or foggy weather.

Engine
Drivers'
equipment.

IX of 1890.

Engine
Driver to
examine en-
gine before
starting.

Duties of
Engine
Driver as
regards En-
gine Lamp.

Setting
watch.

Engine
Driver to ex-
amine notices
before start-
ing.

Duty of
Engine
Driver un-
acquainted
with line.

Permission
and signals
before enter-
ing on or
crossing run-
ning road.

Engine
Driver not
to start
without
Guard's
signal.

Moving of
train carry-
ing passen-
gers, after
it has been
stopped at
station.

Engine
Driver to
satisfy him-
self that cor-
rect signals
are shown
and line is
clear.

Sounding the
engine
whistle.

Engine
Driver to
obey certain
orders.

Regulation of
speed.

171. The Engine Driver must before starting set his watch to the correct time as given to him by the Guard in charge of the train.

172. Every Engine Driver must, before starting, examine the notices issued for his guidance, and ascertain therefrom whether there is anything requiring his special attention on the parts of the line over which he has to work.

173. If an Engine Driver is not acquainted with any portion of the line over which he has to work, he must obtain the services of a qualified railway servant who is acquainted with it, to assist him.

174. No Engine Driver shall take his engine on or across any running road until he has obtained the permission of the Station Master and has satisfied himself that the correct signals have been shown.

175. The Engine Driver shall not start from a station an engine with vehicles attached until the Guard in charge of the train has given the signal to start, or in the case of there being no Guard, until he has satisfied himself that the train is properly equipped as in rules 24 and 146 and that the Jemadar-Brakesman has given the prescribed signal for starting.

176. When a train carrying passengers has been brought to a stand at a station, whether alongside, beyond or short of the platform, the Engine Driver shall not move it, except under orders of the Guard in charge of the train or to avert an accident.

177. (1) The Engine Driver must, before starting his train, satisfy himself that the correct signals are shown and that the line before him is clear.

(2) In the case of the first train of the day run up or down over any length of the line, the Driver will proceed with special caution and be prepared to pull up sharp at any moment in case of an obstruction.

178. Except under special instructions, the Engine Driver must always sound the engine whistle—

- (a) before putting an engine in motion ;
- (b) when passing whistling boards ;
- (c) when approaching bazaars ;
- (d) when approaching stations where shunting is likely to be performed ;
- (e) for brakes to be put on ;
- (f) when approaching another train standing in a siding or another line partially, or totally obscured by steam or smoke ;
- (g) at such other times as may be prescribed.

179. After an engine has been attached to a train, and during the journey, the Engine Driver must obey—

- (a) the orders of the Guard in charge of the train, in all matters affecting the starting, stopping or movement of the train for traffic purposes ; and
- (b) all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.

180. The Engine Driver must regulate and control the running of his train as accurately as possible, according to the Working Time-table, so as to avoid either excessive speed or loss of time ; and he shall not make up between any two stations more time than is allowed in this behalf by special instructions.

(1) In no case above the 8th mile-post is the maximum speed to exceed 12 miles an hour up-hill or 10 miles an hour down-hill.* Below the 8th mile it is not to exceed 16 miles an hour. Through bazaars and facing-points the speed is to be limited to 5 miles an hour in the former and 8 miles an hour over the latter, and 6 miles an hour on reversing stations.

(2) The maximum speed for night-running is 7 miles an hour down-hill and 9 miles an hour up-hill for goods trains.

(3) Working trains between Ghoom and Darjeeling stations and the bazaar goods shed, and also through other bazaars on the line.

* Down-hill speed 11 miles an hour with a decreased load of not less than 20 per cent. of the ordinary down-hill loads.

Working trains through bazaars.

- (a) A man with a red flag * is to immediately precede the train, at a distance of about 100 feet at a walking pace, when passing to and from the bazaar goods shed and Darjeeling stations, also when passing through the bazaars at Mahanuddy, Sonada, Kurseong and Jorebungalow, so as to warn pedestrians and riders, and signal the driver to stop. In all cases when Drivers notice riders whose ponies or led ponies are frightened by the train they should halt till the ponies are clear of the train.
- (b) All trains will be worked under caution order from Darjeeling station, to the bazaar goods shed and back.
- (c) The speed of trains must not, under any circumstance, exceed 4 miles an hour (*i.e.*, an ordinary walking pace) when passing through "Judge's" and other bazaars along the line as per paragraph 1, and drivers must not increase the speed until they have satisfied themselves that the flagman has safely rejoined the train : speed must also be considerably reduced on nearing Darjeeling, specially on rounding the Tonga Road bend near Khagjhora (where the mail engine gives two whistles), and opposite huts at Moss Bank the greatest caution must be observed in running trains.
- (d) Under no circumstance must rolling stock be pushed by engines to and from the Darjeeling bazaar goods shed. The engine in all cases is to be at the front end of the train and a smart look-out is to be kept and all brakesmen are to be ready for an emergency, and to prevent people jumping on the trucks. No stranger or staff unconnected with the working of the train should be allowed to ride on the engine or train.

181. (a) The Engine Driver must start and stop his train carefully and without jerk.

(b) The Engine Driver must slacken speed when passing restive horses, ponies, etc., on the cart road. He must, if necessary, stop to allow the animals to pass.

182. The Engine Driver must exchange signals with the Guard (or if there be no Guard, the Jemadar-Brakesman in charge of the train), at such times and in such manner as may be prescribed by special instructions. See rules 151 and 153.

NOTE.—If signals are not exchanged as provided for in rule 151 the Driver must stop his train.

183. When the Engine Driver requires the assistance of the brakes he must give two short sharp whistles. To stop dead in an emergency, three short sharp whistles.

184. When a train comes to a stand at a station, the Engine Driver must see that whenever possible his engine is clear of the fouling points of all points and crossings.

185. In stopping a train, the Engine Driver must determine where to shut off steam by paying particular attention to the gradient, the state of the weather, the condition of the rails, and the length and weight of the train.

186. When a train not fitted with the continuous brake has been brought to a stand outside station limits or on a grade, the Engine Driver shall not detach his engine from the train without the permission of the Guard in charge of the train or if there be no Guard, the Driver must see that the precaution noted in rules 40, 41 and 156 are carried out.

187. After taking water from a tank or water column, the Engine Driver must see that Hoses or the hose or water-crane is left clear of the line and, when it is provided with fastenings, that it is properly secured.

188. No Engine Driver shall leave his engine when on duty, whether at a station or on the running road, except in case of absolute necessity and after a competent man has been placed in charge of it.

(a) Engines when in steam must never be left on the main line or in a siding without being in charge of a person capable of taking care of them. Engines, either in steam or dead, must, in all cases, have their regulators properly closed, cylinder cocks open, reversing lever in mid gear, and brakes screwed on.

Attention to Signals.

189. (1) The Engine Driver must pay immediate attention to and obey every signal, whether the cause of the signal being shown is known to him or not.

* Drivers to depute one of the oilers from their engine to carry the flag.

Starting and
stopping
train.
Passing
restive
animals.
Exchange
of signals
between
Engine
Driver and
Guard.

Assistance
of brakes.

Engine
Driver to see
that train is
stopped
clear of
fouling
points.
Shutting off
steam.

Permission
of Guard to
detaching
of engine
from train.

Hoses or
water-crane.

Engine
Driver not
to leave
engine when
on duty.

Engine
Driver to
obey signals
and to be
vigilant and
cautious.

Duties of
Engine
Drivers as to
signals when
two or more
engines are
attached to
train.
Signal at
'danger.'

Infringe-
ment of the
distance
limit be-
tween trains.

Duties of
Engine
Driver
when the
All right
or Proceed
with Caution
signals is
shown.

Duties of
Engine
Driver when
a banner or
emergency
red flag or
lamp is
placed across
the rails.

Duties of
Engine
Driver in
case of
accident,
failure, or
obstruction.

Precautions
when view
of signal is
obstructed.

(2) He shall not, however, trust entirely to signals, but must always be vigilant and cautious.

(3) The absence of a signal from a place where a signal is ordinarily shown, or the imperfect showing of a signal, must be regarded as a "danger" signal.

190. When two or more engines are attached to a train, the Driver of the leading engine shall be responsible for observing signals, and the Driver of the other engine or engines shall watch for and take signals from the Driver of the leading engine.

191. (1) When the "danger" signal is shown to a train in any of the methods prescribed by chapter II and in every case mentioned in rule 189 (3), the Driver must stop the train as quickly as possible.

192. If a Driver is, from some unforeseen cause, obliged to allow a following train to approach inside the usual limit, he shall sound his whistle and show a danger signal. In case the following train is too close for the leading train to stop without danger of collision, the Driver of the leading train must drop a man with a danger signal, and not pull up till the following train has stopped.

193. (1) When the All right signal is shown to a train, the Engine Driver may proceed at such speed as may be prescribed by special instructions.

(2) When the Proceed with Caution signal is shown to a train by ganders or other workmen employed on the permanent-way, the speed of the train over the portion of the running road protected by such signal shall not exceed 5 miles an hour, or such lower rate as may be prescribed in this behalf by special instructions.

(3) When the proceed with Caution signal is shown to a train by any railway servant not referred to in sub-rule (2), the Engine Driver must reduce speed.

194. When a Driver sees a banner or red flag placed between or across the rails by day or red lamp by night, he must immediately bring his train to a stand, and may then—

(a) if it is day, and he has a clear view of the road—proceed very cautiously at such reduced speed as will enable him to stop short of any Danger signal or obstruction; or

(b) if it is day, and he has not a clear view of the road, or if it is night, or if the weather is thick or foggy—proceed very cautiously on hand signals given by the Guard in charge of the train (or the Fireman, if there is no Guard), who must walk ahead of the engine for this purpose; and

(c) if within a distance of half a mile from the point where the emergency flags or lamps were placed he meets no further signals—resume ordinary speed.

195. If any of the circumstances mentioned or referred to in rule 45 and observed by the Driver or any Guard involve danger to the traffic, then—

(a) if it is necessary for the safety of the traffic to do so, the Driver must stop the train as soon as practicable, and protect his train as noted in rule 45.

196. If, in consequence of a fog or storm or for any other reason, the view of signals is obstructed, the Engine Driver must take every possible precaution, especially when approaching a station or junction so as to have the train well under control.

CHAPTER XI.

POINTSMEN AND SIGNALMEN.

Points to
be kept
clean and
clear.
Duties of
pointsman
observing
anything
wrong with
train.

Pointsman
to be duly
certified.

197. Every pointsman must keep the points, levers, etc., under his charge clean, oiled and clear of stones or other obstacles, and see generally there are no defects.

198. If any Pointsman or Signalman should observe anything wrong or unusual in a passing train, he must report the circumstance to his superior officer; and if the occurrence is of such a nature as to involve danger to the train or to the public, he must show a "danger" signal to the Guard and Driver.

199. Except as maintained in rule 202 only certified men examined by the Permanent-way Inspector of the section and the District Traffic Superintendent shall be allowed to work points. These certificates should be filed with the men's personal cases in the General Manager's Office.

200. Every Pointsman and Signalman must, while on duty, have with him flags and lamps Pointsman to have flags and lamps.

201. Should there be any obstruction on the line within the sight or knowledge of any Pointsman or Signalman, he must show a "danger" signal, and must continue to show such signal to any trains approaching in the direction of the obstruction until the obstruction has been removed and the line made clear and safe. Duties of pointsman in case of obstruction.

202. At the Reverses at least two selected pointsmen will be placed in charge of the points. Reverses. These men will be employed under the direct orders of the mistree of the length to assist in keeping their points and crossings and the permanent-way within 250 feet of their points in order, but unless engaged on such work, they must always be at their points.

(1) The Jemadar-Brakesman or Guard of the train must be in control of the train when backing up or down the Reverses. He shall hold the end of the communication cord in his hand during the period the train is backing, whether upwards or downwards.

(2) The Jemadar-Brakesman or Guard shall not signal to back the train till the Pointsman at the Lower Points on the upward or upper points on the downward journey, has given him an alright signal by shewing a green flag by day or green light by night.

(3) The Pointsman at the near end shall not, on any consideration, permit a train to take the Reverse till a signal has been received from the pointsman at the far end. The signal shall be shewing a red flag or light in such a position as the other Pointsman can see, and after shewing the same and observing the other Pointsman has shewn the same, each Pointsman should shew a green flag by day or green light by night. On this it will be sufficient for the Pointsman at the near end to signal the train to back into the Reverse.

(4) Each Pointsman is answerable for the safe working of his points, and should keep them clear; and any defect noticed should be immediately reported to the nearest gang mistree or to the Permanent-way Inspector when he passes. If from any unforeseen cause one of the Pointsmen is not at his post, the Driver can lend a Brakesman who shall run up the Reverse or down as the case may be, and after satisfying himself that the line is clear, can signal to the train by hand during day-light or waving a green light at night.

203. Whenever points, crossings, or guard rails are damaged, the Pointsman in charge Report when superior. must protect them and immediately arrange to report the circumstances to his immediate points, etc., are damaged.

204. A Pointsman or Signalman shall not, while on duty, leave the points or signals which Pointsmen and Signalmen not to leave signals. are under his charge.

CHAPTER XII.

RAILWAY SERVANTS EMPLOYED ON THE PERMANENT-WAY OR WORKS.

205. Each Inspector of Permanent-way shall be responsible for the condition of the permanent-way and works in his district. Condition of permanent-way and works.

206. Each Inspector of Permanent-way must—

(a) see that his length of line is efficiently maintained, and Maintenance of line.

(b) promptly report to the Engineer in charge all accidents to or defects in the way or works which he may consider likely to interfere with the safe running of trains.

207. (1) Each Inspector of Permanent-way must see to the security of all rails, chairs' sleepers and other permanent-way material in his district, and that such of the said articles as are not actually in use are kept clear of the line and properly stacked. Keeping of permanent-way material.

(2) Each Inspector of Permanent-way or authorised officer must see that all broken or defective rails, chairs, sleepers, or other permanent-way materials on the length of line under his charge are removed from the road with the least possible delay, and that sound materials are substituted for them.

208. (1) Every portion of the permanent-way must be inspected daily on foot by some railway servant appointed in his behalf by special instructions. Inspection of permanent-way and works.

(2) All bridges and works in charge of the Engineering Department, including scotch-blocks, points and crossings, must regularly be inspected in accordance with special instructions.

(3) The Permanent-way Inspectors will be responsible to maintain all scotch-blocks in their respective lengths in proper working order, painted in red and free from any mud or other obstruction.

Supply of documents to Inspector and Sub-Inspector of Permanent-way.

Ganger in each gang.

Knowledge of signals and equipment of gang.

Inspection of gauges, signals, tools and implements.

Responsibility of Ganger as to signals and safety of line.

Flood.

Fire.

Works involving danger to trains or traffic.

Work in thick or foggy weather.

Blasting.

209. Each Inspector and Sub-Inspector of Permanent-way shall be supplied with and be responsible for obtaining—

- (a) a copy of the Working Time-table for the time being in force, with all corrigenda and with the appendix thereto (if any); and
- (b) a copy of the schedule of Standard Dimensions for the time being in force under the orders of the Railway Board.

210. Each Inspector of Permanent-way must see that in every gang employed in his length of line there is a competent Ganger.

211. Each Inspector of Permanent-way must see—

- (a) that every Ganger employed under him has a correct knowledge of hand signals, and
- (b) that every gang employed in his length of line is supplied with a permanent-way gauge, two sets of flag signals, two hand signal lamps in addition to such other tools or implements as may be prescribed by special instructions;
- (c) to the due observance of such of these rules as affect the Platelayers or other workmen employed on the permanent-way in his section.

212. (1) Each Inspector of Permanent-way must at least once in every month inspect the permanent-way gauges, flags, signal lamps, tools and implements supplied to the gangs under rule 211, clause (b), and ascertain whether the said gauges are correct, whether the said flags, signal lamps, tools and implements are in good order, and whether any of the said articles have been lost.

(2) He shall also see that any defective or missing articles are replaced.

(3) Each Inspector of Permanent-way must keep a register of the names and places of residence of all Gangers employed on his section to enable him to call upon them to summon their gangs whenever their services may be required.

213. Each Ganger must see—

- (a) that the signals supplied to him under rule 211, clause (b), are kept constantly in proper order and ready for use;
- (b) that the men in his gang each have a correct knowledge of hand signals;
- (c) that his length of line is kept safe for the passage of trains;
- (d) that all rails, chairs, sleepers, pieces of iron or wood and other permanent-way materials, and all tools and implements, under his charge are carefully placed so as to be quite clear of the line and at least five feet way from the rails; and
- (e) that cattle, and persons walking on the line are kept off as much as possible.
- (f) Each Ganger must immediately collect the men of his gang whenever their services may be required.

214. If, owing to heavy rain, a flood occurs on the railway, each Ganger must carefully examine the action of the water through the culverts and bridges on his length of line; and should he see any cause to apprehend danger to the works, must immediately show the proper signals for trains to proceed with caution or to stop, as necessity may require, and inform the Inspector of Permanent-way of the circumstances; and until the said Inspector arrives, must take precautionary measures for securing the safety and stability of the line.

215. If a fire occurs on any railway premises at or near any portion of the railway where gangmen are employed, they must endeavour to extinguish it to prevent it from spreading.

216. A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Permanent-way, or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such sanction must himself be present to superintend such work, and shall see that the provisions of rules 220, 221, 224, and 225 are observed; and if necessary ask Station Masters of the station on either side of the work to caution Drivers.

Provided that, in cases of emergency, when it may be necessary for safety to commence any such work before the said railway servant can arrive, the Ganger may commence work at once and must himself see that the provisions of rule 225 are observed.

217. In thick or foggy weather, no rail shall be displaced, and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of absolute necessity.

218. No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

219. Except in cases of emergency, no railway servant shall put in or remove any points of crossings otherwise than as permitted by special instructions. Putting in or removing points or crossings.

220. When repairing, lifting or lowering the line outside station limits, or when performing any other operation outside station limits which will make it necessary for a train to proceed cautiously, the Ganger must himself be present at the spot and shall be responsible that the caution signals prescribed in rule 225 are shown. Presence and responsibility of Ganger.

221. In lifting the permanent-way,—

- (a) no lift shall be made of more than $1\frac{1}{2}$ inches at once, Lifting permanent-way.
(b) every lift must be made so as not to occasion any sudden change of gradient ;
(c) both rails must be raised equally and at the same time.

222. (1) Ballast shall not be thrown up between the rails higher than rail level, and must be thrown as much as possible on the outside of each line or between the two roads. Ballast.

(2) The rails must be kept clear of ballast, gravel and other material.

223. If a Ganger considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered, in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he must take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to "Proceed with Caution" or to "Stop" as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master, the Inspector of Permanent-way and the Sub-Inspector (if any). Duties of Ganger when apprehending danger.

224. No person employed on the way or works shall commence any operation, such as changing or turning a rail, which would obstruct the line and necessitate the showing of Danger signals,— Precautions before commencing operation which would obstruct the line.

- (a) until such signals have been shown, and
(b) if within station limits, until he has also obtained the permission of the Station Master and all necessary signals have been placed at Danger, and kept so till the Station Master has been informed by the authorized officer that the line is clear and safe for traffic.

225. (1) When "Proceed with Caution" hand signals have to be shown, a man shall be sent, in each direction, at least 100 yards and as much further as the circumstances of the case may render necessary, to show these signals in such a manner as to be plainly visible to the Driver of an approaching train. Showing of signals.

(2) Another such signal shall also be shown at the spot where cautious driving is required, and a "Proceed" signal shall be shown to the Engine Driver as soon as the train has cleared the portion of the line over which cautious driving was necessary.

(3) When Danger signals have to be shown under this chapter, they must be shown at an adequate distance (not less than 300 feet) in both directions from the place of obstruction.

(4) Danger signals must also be shown near and short of the point of danger.

226. Every railway servant employed on way or works shall, on the requisition of the Guard in charge of a train or the driver thereof, render assistance under rule 45 for the protection of the train. Protection of train.

227. (1) Each Ganger must report to the Inspector of Permanent-way whenever any telegraph post on his length of line appears to be in an unsafe state, or whenever any of the telegraph or signal wires on his length of line are broken, slack or entangled, or touch each other or any building. Telegraph post and wire and signal wires.

(2) Where the maintenance of the telegraph is under the control of the Government Telegraph Department, the said Inspector shall forward to that Department every such report relating to the telegraph posts or wires.

(3) Each Ganger must see that all grass, creepers, boughs of trees and rubbish are removed from the signal wires, and (where the maintenance of the telegraph is not under the control of the Telegraph Department) from the telegraph wires on his length of line.

CHAPTER XIII.

LORRIES AND TROLLIES.

228. (1) For the purpose of the following rules in this chapter, a vehicle which can be lifted bodily from the line, or pulled off the road easily, by one or two men shall be deemed a trolley and any similar but heavier vehicle shall be deemed a lorry. Distinction between Lorries and Trollies.

(2) A trolley shall not, except in cases of emergency, be used for the carriage of permanent-way or other heavy material, and when so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

(3) Large passenger or motor trollies will work under the same rules and conditions as a train and the responsibility of the officer in charge is the same as that laid down for Guards and Drivers of trains.

Lorries.

Conditions
under which
a Lorry can
be run.

229. (1) No Lorry may be placed on the line except by a railway servant appointed to do so by special instructions.

(2) Such railway servant shall accompany the lorry, and shall be responsible for its proper protection and for its being used in accordance with the following regulations :—

- (a) A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be seen, and shall show a red flag.
- (b) Before a lorry is placed on the line, whether loaded or empty, the line shall be blocked between the stations it is proposed to work,—provided it is possible to do so without interfering with the working of trains. In every case where a trolley is working at night, the line *must* be blocked, and hand lamps showing red instead of flags used.

(c) When the line has not been so blocked and a lorry, whether loaded or empty, is placed on the line, intimation must be given to the nearest Station Master in writing, stating what work will be done on the line, and at what mile and nearest bridge the lorry is likely to be met with. The Station Master must either before the lorry leaves his station, or immediately on receipt of the message that the lorry is to work, caution the next station on the section where the lorry is to work, and give permission to the railway servant in charge to work, in writing. The Station Master must endorse on the line clear of all trains that such a lorry is working near such a mile or bridge.

(d) It is the duty of the railway servant in charge to remove it ten minutes before the known arrival of any train.

(e) A lorry so working shall be preceded and followed at a distance of not less than 300 feet with men holding danger flags walking inside the track.

(f) When the lorry is stopped for loading or unloading between stations, a red flag shall be fixed between or across the rails at a distance of not less than 300 feet ahead on either side.

(g) The above precautions must be taken till the lorry is removed from the line, and a message from the railway servant in charge has been received by the men following or preceding that it has so been removed and not till then can the danger signals be removed.

(3) A lorry when not in use must be placed 5 feet clear of the line, and the wheels must be secured with a chain and padlock.

(4) No lorry can be attached to any train.

Small trollies.

Conditions
under which
a small trolley
can be run.

230. (1) No trolley may be placed on the line except by a railway servant, or official who has permission from the General Manager.

(a) Such railway servant or official must always have in charge of the trolley, whilst it is on the line, a well trained trolley man, who shall thoroughly understand the duties required of him.

(b) The railway servant or official to whom the trolley has been entrusted is responsible that his trolley man knows his duties, and understands all the rules relating to trollies.

(2) No trolley whatsoever is allowed to work on the line between Darjeeling and Sookna without the person in charge of the same handing a message or a telegram to the nearest Station Master, stating he is leaving that station at—hour—minutes and proceeding to—.

(a) It will be sufficient if the Station Master initials the original message or a copy of the telegram handed in and returns it to the person in charge of the trolley as an authority to proceed and that he has warned the next station or all the stations the trolley is likely to run through.

(3) It is the Station Master's duty to warn the next station that the trolley is on the line and in his turn to telegraph ahead to the destination given in the telegram.

(4) The Station Masters should endorse on the Line clear of all up trains likely to meet the trolley that such trolley is on the road.

(5) It is the duty of the person in charge of the trolley to ascertain the movements of all trains coming from the direction in which he intends running.

(a) When there is any prospect of meeting an engine or train from the opposite direction a trolley must invariably be preceded at a distance of 100 yards by a man with a red flag, and the speed must be limited to 6 miles an hour.

(6) No one, excepting an employé of the Company, shall be allowed to travel by trolley without special authority. It is the duty of Station Masters to report any infringement of this rule.

(7) Trolleys must be returned to their destination, as far as possible, by goods trains, when the load allows.

(8) When a trolley is being hauled up-hill, the trolley man in charge must precede it 100 yards with a red flag.

(9) Every effort must be made to avoid attaching trolleys to passenger or other trains over the length of line upon which there are reversing stations, *viz.*, between the 16th mile and the 24th mile, so that cutting off and running back the trolleys up the reverses immediately in front of the passenger train may be avoided.

(10) The attaching of any trolley to a special passenger train is strictly prohibited.

(11) All trolleys must be removed some 10 feet clear of the line and their wheels secured with chains and padlocks when not in use.

(12) No trolleys shall run at night except when absolutely unavoidable, in this case they must show a red tail light and a conspicuous head light.

(13) The speed, on no account, should exceed 15 miles an hour, and less, on sharp curves, as a maximum for small trolleys.

CHAPTER XIV.

GATEMAN, LINE AND BRIDGE CHOWKIDARS.

231. No person shall be appointed a Gateman, Bridge or Line Chowkidar, unless he has a knowledge of signals.

232. Every Gateman, Line or Bridge Chowkidar must be supplied with day and night hand signals and keep such signals in proper order and ready for use.

233. The Gateman, Line or Bridge Chowkidar on duty must see that the channel for the flange of the wheels is always clear before the passage of a train at the level crossings.

234. Every Gateman, Bridge or Line Chowkidar on noticing any obstruction on the line, must at once remove it, or, if unable to do so, must show danger signals and do his best to stop approaching trains.

235. If a Gateman, Bridge or Line Chowkidar notices that a train has parted, he shall not show a danger signal to the Engine Driver but must endeavour to attract the attention of the Engine Driver and Guard by shouting and gesticulating.

236. Every Gateman, Bridge or Line Chowkidar must, as far as possible, prevent any trespassing by persons or cattle.

Supply an
care of
hand signals
Caannel for
flange of
wheels.

CHAPTER XV.

PENALTIES.

237. (1) If any railway servant commits a breach of any of the rules hereinafter mentioned, he shall be liable to punishment as follows, namely :—

Rules.	Penalty.
5, 9, 10, 11, 12, 13, 18, 19, 20, 21, 22 (1), 24, 25, 28, 31, 33, 34, 35, 36, 37, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50, 53, 54, 55, 56, 57, 58 (2), 59, 60, 61, 63, 64, 66, 67, 68, 69, 70, 73, 75, 77, 78, 79, 80, 81, 82, 83 (proviso), 84, 85, 86, 88, 89, 90, 91, 92, 93, 97, 98, 100, 102, 105 (1), 105 (2) (I, II, III, IV, V), 106, 107, 108, 109, 110, 115, 117, 118, 122, 124, 125, 126, 127, 128, 129, 133, 134, 136, 138, 144, 146, 150, 151, 153, 154, 155, 157, 158, 159, 161, 163, 168, 169, 170, 173, 174, 175, 176, 177 (1), 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189 (1), 193 (2), 193 (3), 194, 204, 206, 207 (1), 210, 211, 212 (1), 216, 217, 218, 219, 220, 221, 224, 225, 229, 230 (1) (2) (3) (4) (5) (6) (11) (12) (13).	Fine which may extend to fifty rupees.
16, 26, 29, 105 (1) (c) (e), 112, 121, 143, 162, 166, 167, 208 (2) and (3)	Fine which may extend to twenty-five rupees.
97, 198, 200, 201, 203, 213, 222, 223, 226, 227, 233, 234, 235	Fine which may extend to ten rupees.
99, 101, 113	Fine which may extend to fifty rupees, and forfeiture of a sum not exceeding one month's pay which last sum may be deducted by the Railway Administration from the pay of the railway servant.
95, 96, 103, 104, 115	Forfeiture of a sum not exceeding one month's pay, which sum may be deducted by the Railway Administration from the pay of the railway servant.

90. (2) Any railway servant who has committed a breach of any of the rules mentioned in sub-rule (1) of this rule shall be liable to the punishment authorised by that sub-rule in addition to, and not in substitution for, any punishment to which he may be liable upon prosecution under the Indian Railways Act, 1890 :—

Provided that no railway servant shall be thereby rendered liable to be punished twice for the same offence.

R. C. F. VOLKERS,
Secretary, Railway Board.

GOVERNMENT OF INDIA
DEPARTMENT OF COMMERCE AND INDUSTRY

ORTS (in hundredweights) of COTTON (raw), WHEAT, RICE (including paddy), GRAM and PULSE, LINSEED, RAPE and MUSTARD SEED, JUTE, and TEA, into certain ports in June 1909, and from 1st January to 30th June 1909 and in the corresponding period of 1908

Whence exported	COTTON, raw										Whence exported	
	Calcutta		City of Bombay		Karachi		Madras ports		TOTAL			
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909		
Imports in June												
By Rail and River—												
E. B. and Assam	7,076	23,176	...	...	...	...	*	...	7,076	23,176	
Bengal	4,725	5,998	...	...	...	...	*	...	4,725	5,998	
U. P. of Agra and Oudh	5,383	4,226	15,481	10,037	...	...	*	...	20,864	14,263	
Panjab	1,637	1,615	3,055	2,302	7,523	1,389	*	...	12,215	5,306		
Sind and Br. Baluchistan	237	...	95	...	39,504	6,186	*	...	39,836	6,186		
Raj. and C. India	1,311	1,756	30,406	39,223	...	...	*	...	31,717	40,979	
Bombay	5,210	...	233,994	203,336	...	...	*	583	239,204	203,919	
Cent. Provs. and Berar	6,435	3,500	19,313	5,099	...	...	*	...	25,748	8,599	
Nizam's Territory	...	...	24,340	44,788	...	...	*	7,304	24,340	52,092	
Madras	8	1,974	2,700	31,469	...	...	*	110,702	2,708	144,145	
Mysore	...	...	2,574	...	...	...	*	...	...	2,574	
TOTAL	32,922	42,245	329,384	338,828	47,027	7,575	*	118,589	408,433	507,237	TOTAL	
By Sea—												
E. B. and Assam	10,574	5,917	...	...	...	...	*	...	10,574	5,917	
Bengal	17	10	...	660	...	...	*	1,786	17	2,459	
Bombay	5,553	8,103	...	...	15	...	*	3,388	5,573	11,491	
Sind and Br. Baluchistan	...	...	18,909	8,660	...	...	*	...	18,909	8,660	
Madras	3,340	11,848	283	4,597	...	...	*	...	3,623	16,445	
Burma	556	714	...	...	...	...	*	...	556	714	
Non-Br. Ports in India	...	...	147,046	221,811	...	...	*	...	147,046	221,811	
Foreign countries	460	5	12,173	9,587	...	...	*	...	12,633	9,592	
TOTAL	20,505	26,597	178,411	245,315	15	...	*	5,174	198,931	277,086	TOTAL	
IMPORTS	52,527	68,842	507,795	584,143	47,042	7,575	*	123,763	607,364	784,323	TOTAL IMPORTS	
Imports to end of June												
By Rail and River—												
E. B. and Assam	48,899	56,663	...	...	1	...	*	...	48,899	56,663	
of Agra and Oudh	11,127	10,676	...	...	...	...	*	...	11,127	10,677	
Panjab	75,807	92,081	292,373	182,229	7,596	6,376	*	...	375,776	280,686		
Sind and Br. Baluchistan	18,360	18,539	181,688	125,569	406,575	516,978	*	...	606,023	661,086		
Raj. and C. India	237	2,020	102	...	379,573	251,802	*	...	379,912	253,822		
Provs. and Berar	3,700	14,555	205,478	334,776	584	...	*	...	212,762	349,331		
Nizam's Territory	5,210	390	1,801,580	2,035,182	...	...	*	7,917	1,806,790	2,043,489	
Ports in India	45,592	73,201	1,312,103	1,428,329	...	...	*	...	1,357,695	1,501,530	
Foreign countries	189	3,574	198	254,083	302,354	...	*	32,086	254,083	334,638		
TOTAL	209,121	272,897	4,065,075	4,475,048	794,328	775,156	*	328,249	5,068,524	5,906,350	TOTAL	
By Sea—												
E. B. and Assam	32,930	48,161	...	...	1,270	...	*	12,482	32,930	48,161	
Bengal	17	17	...	...	...	...	*	17,045	51,445	13,769	
Bombay	41,984	22,827	8,422	10,653	1,039	47	*	...	...	50,572	
Sind and Br. Baluchistan	...	311	126,848	90,294	...	...	*	...	126,848	90,605	
Madras	10,440	25,282	6,411	17,140	18	...	*	...	16,809	42,425		
Burma	11,447	34,892	784	593	...	...	*	...	12,231	35,485	
Non-Br. Ports in India	...	...	612,238	961,986	2	542	*	...	612,240	962,528	
Foreign countries	1,447	1,012	164,288	59,405	40	2,074	*	15	166,375	62,566		
TOTAL	98,265	132,502	919,591	1,141,407	1,099	2,663	*	29,542	1,018,955	1,306,114	TOTAL	
IMPORTS	307,386	410,399	4,984,666	5,616,455	795,427	777,819	*	407,791	6,087,479	7,212,464	TOTAL IMPORTS	

N.B.—Provinces named in the first and last columns include their chief port or ports. "Madras ports" include the ports of Madras, Pondicherry, Negapatam, Tuticorin, Calicut, Cocanada, Vizagapatam, Cuddalore, Cochin, Tellicherry, Masulipatam, Mangalore, Quilon, Porto Novo, and Badagara. The last 8 ports were added from 1st April 1909.
* Figures not available

Whence exported	WHEAT								RICE INCL			
	Calcutta		City of Bombay		Karachi		TOTAL		Calcutta		Karachi	
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909
Imports in June												
<i>By Rail and River—</i>												
E. B. and Assam . . .	6,275	3,564	...	...	...	...	6,275	3,564	26,631	18,526	...	...
Bengal . . .	21,239	57,144	...	...	...	...	21,239	57,144	133,670	322,329	...	...
U.P. of Agra and Oudh . . .	100,117	599,736	799	141,809	...	93,145	109,916	834,780	26	2	...	...
Panjab . . .	76,520	5,573	16,214	180,886	563,074	4,560,062	655,808	4,746,521	62	13	...	1,92
Sind and Br. Baluchistan . . .	...	...	...	...	21,268	383,760	21,268	383,760	...	...	...	67,12
Raj. and C. India . . .	...	8,465	4,204	61,996	...	4,943	4,204	75,404	...	267	...	...
Bombay . . .	...	...	2,570	41,445	...	...	2,570	41,445	20	...	...	...
Cent. Provs. and Berar . . .	295	37,951	706	132,342	...	...	1,001	170,293	344	3,419	...	...
Nizam's Territory . . .	...	...	4	17	...	...	4	17	...	...	...	...
Madras . . .	...	...	...	...	...	...	...	...	1,771	191	...	...
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
Kashmir . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	213,446	712,433	24,497	558,585	534,342	5,041,910	622,285	6,312,928	162,524	344,747	*	69,03
<i>By Sea—</i>												
E. B. and Assam . . .	...	...	...	108	...	...	...	...	...	...	...	...
Bengal . . .	...	...	...	...	...	...	108	...	...	6,651	...	14
Bombay . . .	...	...	...	...	...	...	16	...	...	...	...	1,58
Sind and Br. Baluchistan . . .	...	...	...	...	...	...	...	...	...	...	...	11
Madras . . .	...	...	155,111	2,928	...	...	155,111	2,928	...	...	...	...
Burma . . .	...	...	...	...	...	...	...	...	1,147	936,140	924,392	...
Non-Br. Ports in India . . .	...	1,147	...	...	...	...	...	...	...	...	...	...
Foreign countries . . .	...	...	23,936	9,004	...	225	23,936	9,229	...	33	...	...
TOTAL	...	1,282	227,249	34,162	16	225	227,265	15,669	961,090	931,076	*	1,83
TOTAL IMPORTS	213,446	713,715	251,746	572,747	584,358	5,042,135	1,049,550	6,328,597	1,123,614	1,275,823	*	70,88
Imports to end of June												
<i>By Rail and River—</i>												
E. B. and Assam . . .	20,358	24,194	...	...	302	...	...	20,358	24,194	1,313,962	1,199,481	...
Bengal . . .	83,549	275,548	4	302	...	...	83,553	275,550	1,576,830	3,67,145	...	...
U.P. of Agra and Oudh . . .	616,911	3,015,768	11,150	536,057	...	475,078	628,061	3,986,903	210	722	...	...
Panjab . . .	184,642	28,385	50,113	227,545	1,140,005	6,864,268	1,374,760	7,120,193	458	450	...	17,42
Sind and Br. Baluchistan . . .	590	...	...	...	257,841	674,832	258,431	674,832	11	4	...	667,38
Raj. and C. India . . .	1,474	29,851	41,888	206,223	...	12,080	43,362	248,154	...	289	...	11
Bombay . . .	40	511	42,859	485,506	...	...	42,899	480,077	20	...	...	...
Cent. Provs. and Berar . . .	162,817	282,504	11,687	799,457	...	...	174,504	1,081,961	6,569	56,848	...	...
Nizam's Territory . . .	...	...	291	9,965	...	...	291	9,965	...	...	...	...
Madras . . .	...	1	...	...	...	...	1	...	28,570	3,021	...	...
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
Kashmir . . .	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,070,382	3,656,761	157,992	2,265,115	1,397,846	7,986,258	2,626,220	13,903,134	2,926,630	4,877,960	*	684,93
<i>By Sea—</i>												
E. B. and Assam . . .	...	...	...	108	...	...	...	...	38,914	...	...	14
Bengal . . .	...	...	4	8,935	32,577	508	406	12,014	860	52,557	...	16,48
Bombay . . .	2,571	...	...	...	...	...	...	...	97	14	...	12,80
Sind and Br. Baluchistan . . .	157,533	...	...	763,716	202,437	...	...	921,249	202,437	...	...	91
Madras . . .	1	...	...	...	15	...	...	1	15	11,972	55	...
Burma . . .	...	2,787	...	...	...	...	...	2,787	7,619,023	5,869,336	...	...
Non-Br. Ports in India . . .	...	...	...	105,430	343,477	842	18,691	106,272	362,168	...	...	...
Foreign countries . . .	60,387	175,567	176,149	294,274	3,340	...	239,876	379,841	87,274	4,229	...	30,43
TOTAL	220,492	178,358	1,054,338	782,780	4,690	19,097	1,279,520	980,235	7,758,140	5,926,191	*	715,3
TOTAL IMPORTS	1,290,874	3,835,119	1,212,330	3,047,895	1,402,536	8,005,355	3,905,740	14,888,369	10,684,770	10,804,151	*	715,3

* Fig.
† One maund of paddy

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909.

206

ING PADDY†

				GRAM AND PULSE								Whence exported	
Madras ports		TOTAL		Calcutta		City of Bombay		Karachi		TOTAL			
1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909		
Imports in June													
453	4	26,631	18,526	8,074	37,924	•	...	•	...	8,074	37,924	By Rail and River—	
133,670	26	322,782	6	194,242	121,140	•	...	•	...	194,242	121,140	E. B. and Assam	
4	21,700	47,756	•	12,827	•	...	148	21,700	60,731	Bengal			
62	1,941	555	2,491	•	97,567	•	...	44,112	555	U. P. of Agra and			
67,122	...	...	...	•	...	•	6,4073	...	144,170	Oudh
5	20	269	...	8,135	•	39,986	•	6,116	54,237	Panjab			
344	9	3,419	385	11,253	•	19,324	•	...	19,324	Sind and Br. Baluchistan			
528	20	528	...	•	24,690	•	...	...	35,943	Raj. and C. India	
76,669	1,771	76,860	1,607	...	8,679	•	...	...	35,943	Bombay	
43	43	43	...	829	38	•	...	1,607	1,679	Cent. Provs. and			
...	...	...	...	...	...	•	...	807	807	Berar
77,702	162,524	491,505	226,563	229,528	•	196,111	•	...	...	Nizam's Territory	
13,293	...	20,084	...	...	...	...	...	...	...	Madras
5,442	...	6,992	...	150	...	12	...	...	...	Mysore
1,501	...	1,011	...	...	7,050	•	335	...	497	Kashmir	
814	...	814	6,814	9,225	•	...	160	...	7,210	TOTAL			
989,227	930,140	1,913,619	2,372	1,245	•	1,023	...	6,814	...	By Sea—			
19	19	...	19	...	383	•	...	2,372	9,225	E. B. and Assam			
6,200	24,950	6,233	37,266	8,047	•	4,250	•	...	2,268	Bengal			
1,016,466	961,090	1,949,372	46,452	18,667	•	12,718	•	37,266	12,297	Sind and Br. Baluchistan			
1,094,168	1,123,614	2,440,877	273,015	248,195	•	208,829	•	46,452	31,880	Raj. and C. India			
1,313,062	1,199,481	55,257	101,336	•	...	62	...	192,110	...	Burma			
1,576,830	3,028,588	812,560	1,273,068	•	247,030	•	155,351	134,577	...	Non-Br. Ports in			
210	726	189,736	534,098	•	...	...	192,110	411,244	9,225	India	
642	458	18,520	134,577	26,401	•	229,492	•	...	2,268	Foreign countries			
...	11	667,393	...	...	...	...	155,351	...	31,880	TOTAL
236	20	401	5,772	22,096	•	210,379	•	192,110	...	TOTAL IMPORTS			
21	240	911	2,857	308,216	•	9,518	5,772	...	250,993	By Rail and River—			
6,569	56,869	36,114	120,287	1,245	•	308,216	17	9,518	9,225	E. B. and Assam			
3,728	...	3,728	...	14	403,194	•	36,114	9,518	1,023	Bengal			
621,823	28,570	624,844	23,539	4,163	...	30,518	...	36,114	311,090	U. P. of Agra and			
996	996	...	...	4,163	...	43	...	36,114	523,481	Oudh	
...	...	1	...	...	...	...	...	...	...	Sind and Br. Baluchistan
638,893	2,926,630	6,201,787	1,258,466	2,084,320	•	1,437,934	•	360,326	1,258,466	Raj. and C. India			
66,481	38,914	9	281	...	...	...	...	1,258,466	3,882,580	Burma
111,826	860	119,178	1,106	691	•	224	...	281	...	Non-Br. Ports in			
14985	97	128,326	8,185	152	•	32,604	•	1,106	1,095	India			
31,895	...	27,848	20,610	...	•	28,083	•	4,473	37,229	Foreign countries			
3,912,293	11,972	31,950	144,335	22,586	•	25	...	20,610	28,303	TOTAL			
1,845	7,619,023	9,782,539	79,492	20,814	•	2,201	...	28,303	...	TOTAL IMPORTS			
98,205	87,274	102,434	75,367	58,280	•	62,575	...	11,504	...	By Sea—			
4,237,539	7,758,140	10,194,184	329,376	102,523	•	77,647	•	1,229	79,492	E. B. and Assam			
4,876,432	10,684,770	16,395,971	1,587,842	2,186,843	•	203,359	•	17,606	23,015	Bengal			
...	...	...	...	...	...	...	...	...	74,079	Sind and Br. Baluchistan
...	...	...	...	...	...	...	...	...	...	Madras
...	...	...	...	...	...	...	...	...	...	Mysore
...	...	...	...	...	...	...	...	...	...	Kashmir
377,932	1,587,842	4,206,069	1,587,842	4,206,069	•		

Available
as equivalent to 25 seers of rice

Whence exported	LINSEED						RAPE AND MUSTARD SEED					
	Calcutta		City of Bombay		TOTAL		Calcutta		City of Bombay		TOTAL	
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909
Imports in June												
<i>By Rail and River—</i>												
E. B. and Assam	17,469	15,028	...	...	17,469	15,028	81,888	77,115	*	...	81,888	77,115
Bengal	3544.6	318,383	...	...	354436	318,383	61,410	172,495	*	...	61,410	172,517
U. P. of Agra and Oudh	88,653	145,692	29,021	13,492	117,674	159,184	64,502	97,435	*	97,752	64,502	195,187
Panjab	...	...	197	3,770	197	3,770	...	1	*	15,393	...	15,394
Sind and Br. Baluchistan	...	...	...	...	...	...	...	...	*	...	...	...
Raj. and C. India	...	13,446	40,094	45,304	40,094	58,840	903	131	*	54,106	...	54,106
Bombay	...	...	18,549	27,186	18,549	27,186	...	...	*	6,300	...	6,485
Cent. Provs. and Berar	286	4,708	21,601	31,519	21,887	36,227	...	185	*	73	...	73
Nizam's Territory	...	...	23,239	14,307	23,239	14,307	...	...	*	...	...	583
Madras	...	...	59	198	59	198	...	585	*	...	...	...
Mysore	...	...	...	...	...	...	...	...	*	204,580	208,703	552,527
TOTAL	460,844	497,257	132,760	135,866	593,604	633,123	208,703	347,947	*			
<i>By Sea—</i>												
E. B. and Assam	...	...	...	...	...	...	204	...	*	...	204	...
Bengal	...	...	...	...	...	...	...	...	*	6,741	...	6,741
Bombay	...	...	...	...	...	...	...	...	*	...	...	...
Sind and Br. Baluchistan	...	...	...	175	...	175	...	...	*	2,365	...	2,365
Madras	...	...	...	...	...	...	...	1,037	*	150	...	1,187
Burma	...	...	...	...	...	...	...	...	*	...	...	...
Non-Br. Ports in India	...	2,708	5,895	2,708	5,895	5,895	...	...	*	81	...	81
Foreign countries	...	65	65	65	65	65	...	...	*	...	...	...
TOTAL	...	2,773	6,135	2,773	6,135	2,773	204	1,037	*	9,337	204	10,374
TOTAL IMPORTS	460,844	497,257	135,533	142,001	596,377	639,258	208,907	348,984	*	213,917	208,907	563,901
Imports to end of June												
<i>By Rail and River—</i>												
E. B. and Assam	63,373	74,085	...	27	160	63,373	74,085	345,188	229,414	*	...	345,188
Bengal	1,050,857	1,111,671	...	27	1,050,854	1,111,631	529,814	817,174	*	567	529,814	817,741
U. P. of Agra and Oudh	188,709	434,748	102,942	197	89,486	291,651	524,234	491,043	741,238	*	543,350	491,943
Panjab	...	...	...	197	12,365	197	3,856	9,051	*	33,936	3,856	43,587
Sind and Br. Baluchistan	...	...	...	...	...	...	...	...	*	...	...	...
Raj. and C. India	2,140	120,311	132,189	...	282,508	134,329	402,819	3,865	16,118	*	128,866	5,365
Bombay	...	...	118,581	235,651	118,581	235,651	...	...	*	263,905	...	263,905
Cent. Provs. and Berar	5,269	72,418	89,111	434,289	94,380	506,707	451	20,869	*	84,755	451	105,624
Nizam's Territory	...	165,387	378	283,300	105,387	283,360	...	...	*	333	...	333
Madras	...	...	...	412	22,487	378	1,037	*	...	181	1,037	1,037
Mysore	...	...	...	...	...	412	...	...	*	...	...	...
TOTAL	1,310,348	1,813,233	609,112	1,360,718	1,919,460	3,173,951	1,376,798	1,835,501	*	1,055,712	1,376,798	2,891,213
<i>By Sea—</i>												
E. B. and Assam	...	...	...	...	...	...	...	38	...	...	398	...
Bengal	...	...	...	41	1	...	14	129	*	6,741	14	6,870
Bombay	1,231	...	...	1	1,272	1	1,750	...	*	22	1,750	22
Sind and Br. Baluchistan	...	...	1,920	502	1,920	502	...	760	1,037	*	23,664	...
Madras	...	...	...	...	...	...	...	...	*	150	760	1,187
Burma	...	...	...	...	...	...	...	...	*	...	...	...
Non-Br. Ports in India	...	20	19,171	35,656	19,171	35,656	...	...	*	7,419	1	7,419
Foreign countries	...	20	1,378	1,378	1,378	1,308	...	2	*	37,997	2,922	39,109
TOTAL	1,231	20	22,510	37,447	23,741	37,467	2,912	1,168	*	1,093,709	1,379,720	2,130,373
TOTAL IMPORTS	1,311,579	1,813,253	631,622	1,398,165	1,943,201	3,211,418	1,379,720	1,836,669	*	1,093,709	1,379,720	2,130,373

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909.

2069

JUTE						TEA						Whence exported	
Calcutta		Chittagong port		TOTAL		Calcutta		Chittagong port		TOTAL			
1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909		
441,279 230,625	233,882 76,061	*	2,149	441,229 230,625	236,031 76,061	78,228 13,412 149	74,934 16,691 101	*	32,510 3	78,228 13,412 149	107,444 16,694 101		
...	3	*	...	...	3	...	...	*	...	...	...
Imports in June						120	1	0	...	120	4		
441,279 230,625	233,882 76,061	*	2,149	441,229 230,625	236,031 76,061	78,228 13,412 149	74,934 16,691 101	*	32,510 3	78,228 13,412 149	107,444 16,694 101		
...	3	*	...	...	3	...	...	*	...	...	...
...	...	*	...	...	...	...	...	0	...	...	...
...	...	*	...	...	...	...	...	0	...	...	...
...	...	*	...	...	...	...	...	0	...	...	...
...	...	*	...	...	...	...	...	0	...	...	...
...	...	*	...	...	...	...	...	0	...	...	...
...	...	*	...	...	...	1	...	0	...	1	...	
...	...	*	...	...	...	2	...	0	...	2	...	
...	...	*	...	...	...	...	...	0	...	...	...
671,854	303,946	*	2,149	671,854	372,095	91,912	94,727	*	32,513	91,912	124,240	TOTAL	
...	...	*		
...	89	*	...	...	89	52	6,400	*	...	52	6,400	
9,863	13,425	*	...	9,863	13,425	...	...	*	...	...	...
...	...	*	...	...	...	73	3,870	*	...	73	3,870	
...	...	*	*		
...	...	*	...	...	...	18	...	*	...	41	...	
...	...	*	...	...	...	...	360	*	...	...	360	
39	...	*	...	39	...	78	2,695	*	...	78	2,695		
9,902	13,514	*	...	9,902	13,514	214	13,325	*	...	214	13,325		
...	...	*		
181,756	323,460	*	2,149	681,756	325,603	92,126	105,052	*	32,513	92,126	137,565	TOTAL IMPORTS	
Imports to end of June													
4,155,339 2,379,538 9,709	5,686,295 1,291,283 13,681	*	121,603	4,155,339 2,379,538 9,709	5,807,898 1,291,283 13,681	202,416 26,439 433	214,452 27,489 843	*	41,972 23 433	202,416 26,439 433	256,424 27,512 843		
...	...	*	...	...	...	207	29	*	...	207	29	
...	...	*	*		
...	...	*	...	...	...	4	...	*	...	4	...	
...	...	*	...	...	...	52	2	*	...	52	1	
376	1,182	*	...	376	1,182	...	2	*	...	...	2	
...	...	*	*		
...	9	*	...	...	9	1	...	*	...	1	...	
...	...	*	...	...	2	4	*	...	2	...	1	
6544,962	6,992,450	*	121,603†	6,544,962	7,114,053	229,554	242,817	*	41,995†	229,554	284,812	TOTAL	
...	...	*		
...	89	*	6,522	...	6,611	507	8,052	*	...	507	8,052		
87,751	58,390	*	...	87,751	58,390	...	...	*	...	...	...
...	...	*	...	...	...	74	3,870	*	...	74	3,870	
...	...	*	*		
162	...	*	...	162	...	71	67	*	...	71	67		
...	...	*	...	...	92	361	*	...	92	361		
...	...	*	*		
341	58	*	...	341	58	304	2,773	*	...	304	2,773		
88,254	58,530	*	6,522	88,254	65,052	1,048	15,123	*	...	1,048	15,123	TOTAL	
6,633,216	7,050,980	*	128,125	6,633,216	7,179,105	230,602	257,940	*	41,995	230,602	299,935	TOTAL IMPORTS	

not available

† Comprise the import figures from February 1909

FREDERICK NOËL-PATON,

Director-General of Commercial Intelligence

B. ROBERTSON,

Secretary to the Government of India

 Continuation Sheets of Supple-
ment to the Gazette of India published at
Calcutta.

GOVERNMENT OF INDIA.
HOME DEPARTMENT.

SANITARY.

PLAQUE.

Simla, the 30th September 1909.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 25th September 1909, is published for general information:

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.		
			Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND	Northern	Bombay City	20	19
		Ahmedabad Town	11	2
		Ahmedabad District	37	18
		Kaira District	18	6
		Bulsar Port . . . . .	...	...
		Surat District	10	5
		Palanpur Agency	17	17
		Mahi Kantha Agency . . . . .	...	...
		Bassein Port . . . . .	...	...
		Kalyan , , , , ,	...	...
		Thana , , , , ,	...	...
		Agashi , , , , ,	...	...
		Bandra , , , , ,	3	3
Central	Central	Thana District	15	15
		East Khandesh District	34	38
		Poona City	1	1
		Poona District	99	82
		Satara , , , , ,	286	181
Southern	Southern	Alibag Port . . . . .	...	...
		Panvel Port	1	1
		Kolaba District	9	7
		Vengurla Port . . . . .	...	...
		Ratnagiri District . . . . .	...	...
		Belgaum " , , , , ,	235	173
		Hubli Town	1	1
		Dharwar District	91	69
		Kanara " , , , , ,	...	...
		Bijapur District	137	100
Sind	Sind	Karachi Town and Port	21	21
		Karachi District . . . . .	...	...
Political Charges	Political Charges	Mandvi Port	6	5
		Cutch State . . . . .	...	...
		Verawal Port . . . . .	...	...
		Porbandar Port	15	11
		Kathiawar Agency	3	6
		Kolhapur and Southern Maratha Country	157	115
		Satara Agency	3	1
		Billimora Port . . . . .	...	...
		Baroda State	79	41
		TOTAL	1,309	938

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
MADRAS PRESIDENCY	...	Salem District	7	6
		Coimbatore Town	75	64
		Coimbatore District	149 (a)	80 (b)
		Ootacamund Town	1	1
		Nilgiris District	2 (d)	...
		Mangalore Port	1	1
		Calicut " . . . . .	...	...
		Malabar District	8 (c)	1 (d)
		North Arcot District . . . . .	...	...
		Chingleput " . . . . .	...	...
		Cuddapah District . . . . .	...	...
		Trichinopoly District	2 (d)	2 (d)
		Cochin State . . . . .	...	...
	Madras City . . . . .	...	...	...
TOTAL			240	155
BENGAL	Patna	Calcutta	4	5
		Saran District	30	26
		Shahabad " . . . . .	...	...
		Dinapore . . . . .	...	...
		Patna City . . . . .	...	...
		Patna District	12	12
TOTAL			46	43

(a) Fourteen imported. | (b) Seven imported. | (c) Two imported. | (d) Imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909. 2073

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
Meerut	Muzaffarnagar City	.	...	...
	Aligarh City	.	...	...
Agra	Etawah City	.	...	...
	Etawah District	.	4	4
	Fatehgarh	.	...	...
	Farrukhabad Town	.	...	...
	Farrukhabad District	.	6	3
	Mainpuri District	.	17	17
	Agra District	.	2	4
	Etah "	.	...	...
UNITED PROVINCES	Rohilkhand	Bareilly District	...	...
		Budaun District	...	...
		Moradabad District	...	...
	Allahabad	Cawnpur City	...	...
		Cawnpur District	14	14
	Benares	Ballia District	196	199
		Jaunpur City	...	...
		Jaunpur District	4	3
		Ghazipur "	11	11
Gorakhpur	Azamgarh City	...	...	...
	Azamgarh District	104	97	
	Gorakhpur City	12	12	
	Gorakhpur District	38	32	
Lucknow	Unao District	22	21	
	Rae Bareli District.	4	1	

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.	
UNITED PROVINCES	Fyzabad	Bara Banki Town . . . . . . . . . .	...	...
		Bara Banki District . . . . . . . . . .	...	...
			TOTAL	434	418
		Delhi	Gurgaon District	40	35
			Hissar "	71	44
			Delhi " . . . . . . . . . .	...	...
			Karnal "	7	7
			Ambala " . . . . . . . . . .	...	...
			Ludhiana "	2	2
		Jullundur	Hoshiarpur District	2	2
PUNJAB		Ferozepur "	8	5	
		Lahore	Lahore District . . . . . . . . . .	...	...
			Gurdaspur "	1	1
			Gujranwala " . . . . . . . . . .	...	...
			Sialkot " . . . . . . . . . .	...	...
		Multan	Lyallpur District . . . . . . . . . .	...	...
		"	Patiala State	118	85
			Jind State . . . . . . . . . .	...	...
			TOTAL	249	181
		Pegu	Rangoon Town	2	2
BURMA		Hanthawaddy District . . . . . . . . . .	...	...
			Pegu " . . . . . . . . . .	...	...
			Tharrawaddy "	1	...
			Prome "	8	8
		Irrawaddy	Maubin District . . . . . . . . . .	...	...
			Bassein " . . . . . . . . . .	...	...
			Henzada "	3	3
			Pyapon " . . . . . . . . . .	...	...
			Myaungmya "	2	1
		Tenasserim	Toungoo District . . . . . . . . . .	...	...
		Thaton "	1	1	
		Moulmein Town . . . . . . . . . .	...	...
		Amherst (Moulmein) District . . . . . . . . . .	...	...
	Magwe	Thayetmyo District	2	1	

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909. 2075

Presidency or Province.	Division.	Districts, States and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BURMA	Mandalay	Mandalay Town . . . . .	...	...
		Maymyo Town . . . . .	...	...
		Mandalay District	3	1
		Bhamo . . . . .	...	...
		Katha	10	...
Sagaing	Meiktila	Lower Chindwin District	1	1
		Myingyan District . . . . .	...	...
		Meiktila District . . . . .	...	...
		Yamethin District . . . . .	...	...
		TOTAL	33	18
CENTRAL PROVINCES (INCLUDING BEERAR)	Nagpur	Nagpur City	738	656
		Kamptee Cantonment . . . . .	...	...
		Kamptee Town	4 (b)	1
		Nagpur District	112	135
		Wardha Town	1	...
		Wardha District	2 (c)	2 (c)
		Chanda Town . . . . .	...	...
		Chanda District	1 (c)	1 (c)
		Bhandara Town . . . . .	...	...
		Bhandara District	19 (a)	12 (b)
		Balaghat Town . . . . .	...	...
		Balaghat District . . . . .	...	...
Jubbulpore	Jubbulpore	Jubbulpore Town . . . . .	...	...
		Jubbulpore Cantonment . . . . .	...	...
		Jubbulpore District . . . . .	...	...
		Damoh Town . . . . .	...	...
		Damoh District . . . . .	...	...
		Saugor Cantonment . . . . .	...	...
		Saugor Town . . . . .	...	...
		Saugor District . . . . .	...	...
		Chappara Town . . . . .	...	...
		Seoni Town . . . . .	...	...
		Seoni District . . . . .	...	...
		Mandla District . . . . .	...	...

(a) Two imported.

(b) Three imported.

(c) Imported.

Province or Province (including Deccan)	Division	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
Central Provinces (including Deccan)	Berar	Khandwa Town . . . . .	...	...
		Burhanpur Town . . . . .	...	...
		Numar District	2 (a)	2 (a)
		Pachmari . . . . .	...	...
		Hoshangabad Town . . . . .	...	...
		Hoshangabad District	1 (a)	...
		Nursingpur Town . . . . .	...	...
		Nursingpur District . . . . .	...	...
		Betul . . . . .	...	...
		Chhindwara Town . . . . .	...	...
Mysore State	...	Chhindwara District . . . . .	...	...
		Drug Town . . . . .	...	...
		Drug District . . . . .	...	...
		Bilaspur Town . . . . .	...	...
		Bilaspur District . . . . .	...	...
		Raipur Town . . . . .	...	...
		Raipur District . . . . .	...	...
		Akola Town . . . . .	...	...
		Akola District	61	55
		Buldana Town . . . . .	...	...
Hyderabad State	...	Buldana District	55	41
		Yeotmal Town . . . . .	...	...
		Yeotmal District	1 (a)	1 (a)
		Ellichpur City . . . . .	...	...
		Amraoti Town . . . . .	...	...
		Amraoti District	112 (c)	57 (c)
		TOTAL	1,109	963
		Bangalore Civil and Military Station	20	17
		Bangalore City	3	3
		Bangalore District	51	39
Kashmir State	...	Mysore City	144	105
		Mysore District	95	68
		Hassan " . . . . .	...	...
		Kadur "	16	10
		Kolar " . . . . .	...	...
		Kolar Gold Fields . . . . .	...	...
		Tumkur District . . . . .	...	1
		Shimoga "	4	...
		Chitaldroog " . . . . .	...	...
		TOTAL	383	243
Orissa State	...	Rajahmundry District	16 (b)	14 (b)
		TOTAL	16	14

(a) Imported.

(b) Figure for the period from 13th to 19th September 1909.

(c) One imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909. 2077

Presidency or Provinces.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures	Plague deaths.
CENTRAL INDIA	Indore City	.	...	...
	Indore State	.	310 } (a)	215 } (a)
	Indore Residency	.	2 }	3 }
	Ujjain City	.	...	...
	Gwalior "	.	...	...
	Gwalior State (portion in Bhopal)	.	...	...
	Dhar State	.	...	...
	Pathari "	.	...	...
	Malwa Agency	.	...	...
	Sundersi Pargana (in the Bhopal Agency)	.	...	...
	Nagode State	.	...	...
	Bhopal City	.	...	...
	Bhopal State	.	...	...
	Shahjahanpur Town	.	...	...
	Guaranteed Holding in Bhopal Agency	.	...	...
	Maksudangarh State	.	...	...
	Mhow Cantonment	.	2 (a)	1 (a)
	Neemuch "	.	...	...
	Orchha State	.	...	...
	Rutlam City	.	...	...
	Rutlam State	.	...	...
	Dewas Town	.	...	...
	Dewas State	.	...	...
	Narsingarh State	.	...	...
	Guaranteed Holdings in Malwa Agency	.	...	...
	Tonk State (portion in Central India)	.	...	...
	Baghelkhand Agency States	.	...	...
	Rewa Town	.	...	...
	Rewa State	.	...	...
	Sehore Cantonment	.	...	...

(a) Figures for the week ending 19th September 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL INDIA	...	Sehore State . . . . .	...	...
		Datia City . . . . .	...	...
		Datia State . . . . .	...	...
		Sailana Town . . . . .	...	...
		Sailana State . . . . .	...	...
		Sitamaru . . . . .	...	...
		Piploda . . . . .	...	...
		Bagli . . . . .	...	...
		Jhabua . . . . .	...	...
		Jaora Town . . . . .	...	...
		Jaora State . . . . .	...	...
		Agar Military Station . . . . .	...	...
		Manpur . . . . .	...	...
		Rajgarh State . . . . .	...	...
		Kurwai State . . . . .	...	...
		Barwani . . . . .	...	...
TOTAL			314	219
RAJPUTANA AND AJMER-MERWARA	...	Mewar State	22 (b)	10 (b)
		Partabgarh State . . . . .	...	...
		Chitor (Udaipur) State . . . . .	...	...
		Tonk State . . . . .	...	...
		Marwar State (Jodhpur) . . . . .	...	...
		Jaipur City	5 (b)	3 (b)
		Jaipur State	322 (a)	169 (a)
		Kishangarh Town . . . . .	...	...
		Bikaner State . . . . .	...	...
		Jhalawar . . . . .	...	...
Kotah . . . . .			...	...

(a) Figures for the two weeks ending 24th September 1909.

(b) Figure for the week ending 24th September 1909.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909. 2079

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
RAJPU- TANA AND AJMER- MERWARA	Sirohi State . . . . .	..	...	...
	Shahpura . . . . .	..	...	...
	Dholpur . . . . .	..	...	...
	Alwar City . . . . .	..	...	...
	Alwar State . . . . .	..	3 (a)	2 (a)
	Beawar . . . . .	..	...	...
	Karauli State . . . . .	..	...	...
	Banswara Town . . . . .	..	...	...
	Banswara State . . . . .	..	...	...
	Bharatpur State . . . . .	..	...	...
	Ajmer City . . . . .	..	220 (a)	217 (a)
	Ajmer District . . . . .	..	1 (b)	1 (b)
	Deoli . . . . .	..	...	...
	Abu Road . . . . .	..	...	...
	Ajmer-Merwara District . . . . .	..	...	...
TOTAL				573 402
KASHMIR	Jammu District . . . . .	..	1	1
	Mirpur . . . . .	..	...	...
	Kathua . . . . .	..	...	...
TOTAL				1 1

(a) Figures for the two weeks ending 24th September 1909.
 (b) Figure for the week ending 24th September 1909.

H. A. STUART,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Rainfall summary for the seven days ending at 8 hrs. on Thursday, the 30th September 1909, based on the Indian Daily Weather Reports of the period.

The shallow depression which was over the west of the Central Provinces on the 23rd disappeared on the 24th. Its disappearance was followed by generally unsettled weather which resulted in light local falls of rain over a large part of the country. On the 27th conditions changed: rainfall became more general in Burma and northeast India and next day a shallow depression was shown over Orissa. The depression moved northwards into northeast India and fairly general rain was reported from that region on the 29th and 30th. On the 29th the Arabian sea current showed signs of strengthening and heavy rain fell in the north of the Bombay Deccan and the adjacent districts of Hyderabad. The week's rainfall was somewhat heavier than usual in Burma, Eastern Bengal and Assam, Bihar, Chota Nagpur, the east of Central India, the Bombay Deccan, the north of Hyderabad and on the Konkan coast.

Burma.—Local falls of rain occurred in Upper Burma but in Lower Burma rainfall was more or less general. Skies were moderately clouded and temperature was normal.

Northeast India, including Orissa.—All parts of the division received some rain, but on most days of the week rainfall was only local. Cloud varied from light to heavy according to the distribution of rainfall. Towards the close of the week maximum temperature was in defect in parts of the province of Bengal.

The United Provinces, Central India and the Central Provinces.—Falls of rain were most numerous on the 25th: there was very little rain on the remaining days of the week. Skies were clear or only lightly clouded in the United Provinces and lightly to moderately clouded elsewhere. Temperature was normal over the greater part of the division.

Northwest India.—There were only a few scattered falls of rain. Skies were clear or lightly clouded. Temperature was approximately normal.

The Peninsula.—Rain fell chiefly in the Bombay Deccan, Hyderabad and on the Konkan coast. Skies were lightly to heavily clouded. Normal temperature conditions prevailed.

The following summarises the chief rainfall amounts as reported at 8 hrs. each day:—

September 24th. Meerut 1'74".

" 25th. Gaya 2'22".

" 26th. Bombay 1'85".

September 27th. Bhamo 1·95", Dhubri 2·40", Narayanganj 2·09", Bogra 5·95", Hazaribagh 2·17", Purnea 1·92" and Masulipatam 2·46".

,, 28th. Chaibassa 3·11".

,, 29th. Jalpaiguri 4·14", Cuttack 2·47" and Cuddalore 3·54".

,, 30th. Moulmein 3·40", Akyab 4·67", Narayanganj 2·28", Purnea 1·88", Ahmednagar 4·92", Poona 3·50" and Aurangabad 3·88".

The seasonal rainfall from the 30th April to the 30th September is 20 per cent or more in excess in Bengal proper, Rajputana, the east and north of the Punjab, the North-West Frontier Province, Mysore, the Madras Deccan and the southeast of Madras; and 20 per cent or more in defect in the west of Central India and Baluchistan.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909. 2083

DIVISION.	RAINFALL DATA FOR WEEK ENDING ON 30TH SEPTEMBER 1909.			RAINFALL DATA FROM 30TH APRIL 1909 TO 30TH SEPTEMBER 1909.				SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
	Aver- age actual rainfall in inches,	Aver- age normal rainfall in inches,	Excess or deficit in inches.	Average actual rainfall of season to date in inches.	Average normal rainfall in inches.	Excess or deficit in inches.	This week.	Last week.	
	1	2	3	4	5	6	7	8	9
Bay Islands	1.6	3.7	- 2.1	97.1	85.1	+ 12.0	+ 14	+ 17	
Lower Burma	5.6	3.7	+ 1.9	139.0	128.6	+ 10.4	+ 8	+ 7	
Upper Burma	1.8	1.3	+ 0.5	38.2	35.3	+ 2.9	+ 8	+ 7	
Assam	2.9	2.4	+ 0.5	70.5	73.9	- 3.4	- 5	- 5	
Eastern Bengal	3.9	2.3	+ 1.6	76.6	72.3	+ 4.3	+ 6	+ 4	
Bengal	1.2	2.0	- 0.8	63.2	51.2	+ 12.0	+ 23	+ 26	
Orissa	1.6	2.0	- 0.4	52.0	53.6	- 1.6	- 3	- 3	
Chota Nagpur	4.4	1.5	+ 2.9	50.7	46.8	+ 3.9	+ 8	+ 2	
Bihar	3.4	1.4	+ 2.0	55.8	47.3	+ 8.5	+ 18	+ 15	
United Provinces, East	0.6	1.0	- 0.4	40.7	38.3	+ 2.4	+ 6	+ 8	
United Provinces, West	0.4	0.8	- 0.4	42.6	40.1	+ 2.5	+ 6	+ 7	
Punjab, East and North	0.1	0.2	- 0.1	26.6	21.7	+ 4.9	+ 23	+ 24	
Punjab, South-west	0.1	0	+ 0.1	7.6	7.9	- 0.3	- 4	- 5	
Kashmir	0	0.2	- 0.2	5.7	5.1	+ 0.6	+ 12	+ 19	
N. W. Frontier Province	0	0.1	- 0.1	6.8	5.5	+ 1.3	+ 24	+ 26	
Baluchistan	0	0	0	0.2	1.3	- 1.1	- 85	- 85	
Sind	0	0	0	4.4	5.1	- 0.7	- 14	- 14	
Rajputana, West	0.1	0.2	- 0.1	19.3	11.2	+ 8.1	+ 72	+ 75	
Rajputana, East	0.3	0.2	+ 0.1	28.8	21.9	+ 6.9	+ 32	+ 32	
Gujarat	0	0.4	- 0.4	29.6	25.8	+ 3.8	+ 15	+ 17	
Central India, West	0.7	0.7	0	22.8	29.9	- 7.1	- 24	- 24	
Central India, East	1.9	0.9	+ 1.0	33.9	41.0	- 7.1	- 17	- 20	
Berar	0.4	1.6	- 1.2	27.1	29.5	- 2.4	- 8	- 4	
Central Provinces, West	0.5	1.4	- 0.9	36.5	45.1	- 8.6	- 19	- 18	
Central Provinces, East	0.3	1.2	- 0.9	39.6	48.0	- 8.4	- 18	- 16	
Konkan	2.3	1.9	+ 0.4	89.5	92.9	- 3.4	- 4	- 4	
Bombay Deccan.	2.9	1.6	+ 1.3	26.3	23.7	+ 2.6	+ 11	+ 6	
Hyderabad, North	3.2	1.0	+ 2.2	30.2	30.3	- 0.1	0	- 8	
Hyderabad, South	0.5	1.2	- 0.7	27.2	26.1	+ 1.1	+ 4	+ 7	
Mysore	1.0	1.8	- 0.8	24.4	19.7	+ 4.7	+ 24	+ 31	
Malabar	0.6	1.6	- 1.0	95.1	81.9	+ 13.2	+ 16	+ 18	
Madras, South-east	0.9	1.1	- 0.2	18.3	12.9	+ 5.4	+ 42	+ 47	
Madras Deccan	1.0	1.2	- 0.2	24.3	18.4	+ 5.9	+ 32	+ 35	
Madras Coast, North	0.9	1.2	- 0.3	26.5	23.1	+ 3.4	+ 15	+ 17	

GEORGE C. SIMPSON,

for Director-General of Observatories.

R. W. CARLYLE,

Secretary to the Government of India.

SIMLA;

The 30th September 1909.

D

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,
25th September 1909.

Burma.—The rainfall was fairly heavy in most places and also well distributed. Transplanting of winter rice is nearly completed. Reaping of autumn sesamum and sowing of winter sesamum are in progress. Ploughing for miscellaneous winter crops has commenced in parts of Upper Burma. The recent rain has done some good in Prome but the outturn will be small. More rain is still wanted in parts of the Kama township of Thayetmyo. The areas destroyed by floods in Amherst and Thaton are being replanted except 5,000 acres in the Kyaitko sub-division of the latter district. Local floods have partially destroyed crops in the Shwedu sub-division of Bhamo. In Kyaukse, the area destroyed by floods is now reported at 37,000 acres in only portion of which re-planting has been done. Crop prospects on the whole however promise well. The price of unhusked rice is practically stationary.

Eastern Bengal and Assam.—The weather was seasonable. Good rain has fallen throughout the Rajshahi and Chittagong divisions and in parts of other divisions of the Province, and an improvement in the condition of crops is generally noticeable. More rain is wanted in Upper Assam. Winter rice promises a good outturn but the condition of cotton is not favourable. Prospects of other standing crops are fair. Ploughing of fields for mustard and pulses and cutting of *jhum* rice are progressing. Transplantation of winter rice is practically finished. Harvesting of jute still continues. The average price of common rice is almost stationary. Cattle disease prevails in several districts.

Bengal.—The rainfall during the week was general. It was heavy in Cooch Bihar, Khulna, Sambalpur and in parts of Burdwan, Midnapore, Howrah, Purnea, Balasore and Ranchi; moderate in Patna, Gaya and Bhagalpur; and light elsewhere. The recent rain has been beneficial for upland winter paddy in Darbhanga and Purnea. More rain is, however, wanted in parts of Bhagalpur and Angul. Harvesting of autumn crops is approaching completion. Steeping and washing of jute continue. Reports have been received showing that the prospects of winter paddy and sugar-cane are good. Sugar-cane has been damaged somewhat by excessive rain in Shahabad. The price of common rice has risen in the 24-Parganas, Patna, Champaran, Bhagalpur, Purnea and Hazaribagh and has fallen in Burdwan, Birbhum, Bankura, Nadia, Jessore, Shahabad, Saran, Muzaffarpur, Darbhanga, the Sonthal Parganas, Balasore, Ranchi and Manbhum. The price of maize has fallen in some districts due to a good harvest. Cattle disease is reported from several districts. The fodder and water supply is sufficient throughout the Province.

United Provinces.—The rainfall during the week was slight, exceeding 1 inch in several eastern and submontane districts. Harvesting of autumn crops continues. Ploughings for, and early sowing of, spring crops are in progress. The condition of standing crops and prospects are good. More rain is needed in several districts for late rice. Agricultural stock are generally in good condition but cattle disease continues in twenty-five districts. Markets are well stocked. Prices have fallen in twenty-three districts but prices of grains for spring sowings have risen in several districts.

Punjab.—Light to moderate rain fell in parts of the Delhi division and in the Gujranwala, Shahpur, Rawalpindi and Lyallpur districts. The condition of standing crops is generally good. Autumn crops such as bulrush millet, great millet, maize and rice are being harvested. Crops are being damaged by insects in Ambala, Ferozepore, Amritsar, Gujranwala and Shahpur, by locusts in Mianwali and by rats in Ferozepore, Lahore, Sialkot and Gujranwala. Ploughings for, and sowings of, spring crops are in progress in several districts. Prices are generally unchanged. Wheat is rising in Amritsar, Shahpur and Lyallpur and is falling in Mianwali and Multan. Cattle are in good condition. Fodder is sufficient. Complaints of a short water-supply continue to be received from the Samundri tahsil of the Lyallpur district.

North-West Frontier Province.—No rain fell during the week except 25 cents at Abbottabad. Rain is wanted in the Peshawar district. The condition of standing crops is good in Peshawar and average elsewhere. *Bajra* and *juar* crops have been damaged by insects in Dera Ismail Khan. The outturn of fruits and vegetables is average in the Peshawar tahsil. The condition of cattle is good throughout the Province except that cattle disease is reported from two villages. Fodder is sufficient. Water in canals and rivers is sufficient. Irrigation from the Paharpur canal in the Dera Ismail Khan district has been stopped. The health of the people is good but malarial fever is

prevailing in the Nowshera and Peshawar tahsils of the Peshawar district. Prices are falling slightly except that of wheat which shows a slight tendency to rise. Prices:—wheat $10\frac{1}{4}$ to $11\frac{1}{2}$; maize $13\frac{1}{2}$ to $16\frac{1}{2}$; gram $13\frac{1}{2}$ to $15\frac{1}{2}$; bajra 13 to 15 ; and barley $19\frac{1}{2}$ seers per rupee.

Jammu.—No rain fell during the week. Prices are fluctuating. Wheat sells from $19\frac{1}{2}$ to 19 and maize from 14 to 12 seers per rupee. The condition of standing crops is fair. Cattle disease of mild type is prevalent in three tahsils. Fodder is sufficient. Land is being prepared for sowing of spring crops.

Kashmir.—The weather was bright. No rain fell during the week. Inundated water has decreased to some extent. Zamindars are engaged in cutting autumn crops. These crops have been damaged greatly on the banks of rivers and *nallahs* on account of the last flood. The condition of the remaining crops is average. There is no disease among cattle. The condition of fodder is average except in riverain tracts. Prices are unchanged.

Rajputana.—Showers of rain were received in places. Standing crops and prospects are good. Harvesting of autumn crops and ploughing of land for spring crops have commenced in most places. Cattle disease prevails in parts of Mewar, Merwara and Jaisalmer. Pasturage and fodder are ample. Prices are steady or falling throughout Agency the except in Karauli and Ajmer.

Central India.—The rainfall was general in Gwalior, Baghelkhand and Bhopawar; partial in Bhopal; and slight elsewhere. More rain is needed in parts of Indore. Harvesting of autumn crops and preparation of land for spring crops are in progress. Crops have been damaged slightly in parts of Indore, Bhopal, Bundelkhand, Malwa and Bhopawar. Agricultural stock are satisfactory except for some cattle disease in parts of Indore, Baghelkhand, Bundelkhand and Bhopawar. Prices have fallen slightly in Malwa; are fluctuating in Indore; and are stationary but high elsewhere.

Central Provinces.—During the week, Saugor received only 60 cents of rain, but elsewhere the quantity registered at head-quarters amounted from 1 inch in Hoshangabad to 6 inches in Drug. The rainfall was general, well distributed and most opportune, especially in the rice districts. The weather continues cloudy and another fall of rain is wanted in the Bilaspur and Jubbulpore districts to secure a full harvest. The Seoni tahsil of Hoshangabad and the Baibar tahsil of Balaghat also need more rain. Reaping of minor crops and early rice are in progress in Balaghat, Chanda, Jubbulpore, Mandla, Narsinghpur, Nimar, Betul and the Vindhyan districts. Re-sowing of *til* continues in parts of the Seoni tahsil where seedlings were damaged twice by insects. Sowing of linseed and gram have commenced in Akola, Yeotmal and the districts of Chhattisgarh. The condition of standing crops is generally good and prospects are satisfactory. Fodder and water are adequate. Cattle are doing well. Prices:—the price of *juar*, wheat and rice remained stationary in sixteen districts and gram in eighteen districts. *Juar* in Nimar, rice in Bilaspur and gram in Narsinghpur and Bhandara became cheaper by 1 to $1\frac{1}{2}$ seers per rupee. Gram rose in Hoshangabad by 1 seer and wheat became dearer by $\frac{1}{2}$ seer in Damoh. Elsewhere the prices of staple food grains exhibit a downward tendency.

Feudatory States.—Light to moderate rain fell during the week in eleven States, ranging from 15 cents in Korea to $6\frac{1}{4}$ inches in Sakti. The rainfall has greatly improved the condition of standing crops but more rain is urgently required in Kawardha. Early rice is being cut in Kanker, Sarangarh, Jashpur and Korea. Preparation of land for sowing of spring crops continues. Want of moisture necessitates re-sowing of gram and linseed in Raj-Nandgaon. High winds have caused considerable injury to *til* in Kawardha. Prospects so far are generally favourable. The supply of fodder and water is ample. Prices:—rice in Kawardha, Raj-Nandgaon, Raigarh and Sirguja and wheat in Chhukhadan and Sarangarh fell by $\frac{1}{2}$ ths to 2 seers per rupee. Wheat became dearer by 1 seer in Kanker. Elsewhere prices were stationary.

Bombay.—The rainfall during the week was good in the Konkan, Khandesh, Savantvadi and Kolhapur; moderate in the Panch Mahals, Surat, in parts of the Deccan and Rewa Kantha; and slight elsewhere except in Sind. The rainfall was general and sufficient but more is needed in parts of Karachi, Kaira, Kanara, Poona, Satara, Dharwar and Kolhapur. Standing crops are suffering from insufficient moisture in Poona and Kolhapur. They have been damaged slightly by rats in Karachi and Hyderabad; by insects in parts of Sind, Nasik, Ahmednagar, Poona and Dharwar; and are generally good elsewhere. Harvesting of autumn crops is progressing generally. Lands are being prepared for spring crops in parts of Sukkur, Larkana, Gujarat, West Khandesh, Nasik, Poona and the Gujarat Native States. Sowing of spring crops continues in parts of the Upper Sind Frontier, Broach, Surat, the Deccan, Bijapur, Kathiawar, Cutch and Kolhapur. Cotton sowing continues in Ahmedabad, Broach, Surat, Dharwar and Kolhapur. The fodder supply is generally adequate. Agricultural stock are sufficient except in Ahmednagar, Poona and Sholapur and are generally in good condition.

Drinking water is generally adequate. Water for irrigation is sufficient except in Larkana and the Upper Sind Frontier. Grain stocks are sufficient. Prices have fallen slightly in Karachi, Larkana, Hyderabad, Thar and Parkar, Gujarat, East Khandesh, Poona and Dharwar and are generally stationary elsewhere. The quantity purchasable per rupee is in Sind 3 to 36 per cent; in Gujarat 7 to 25 per cent; in the Konkan 4 to 35 per cent; in the Deccan 1 to 24 per cent; and in the Karnataka 19 to 27 per cent less than the normal. There are 64 persons on gratuitous relief in Bijapur.

Hyderabad.—The rainfall during the week was 68 cents. The rain was general but very scanty except in parts of the Usmanabad and Adilabad districts. The average was lowest in the Raichur and Karimnagar districts which report only 16 and 14 cents respectively. The highest falls were:—3 inches 22 cents in the Adilabad taluka of the Adilabad district and 3 inches 65 cents and 3 inches 66 cents in the Hingoli and Kalamburi talukas respectively of the Parbhani district. Autumn crops are generally fair to good except in parts. Harvesting of the crop has begun in places. Early rice sowings are nearing completion. The crop is generally fair to good but is reported to be in need of more rain in parts and also to have been damaged by insects in parts of the Medak and Nalgonda districts. Lands are under preparation for spring crops in most parts of the districts and sowings still continue, but more rain is required for sowings. No rain fell during the week in Koppal in the Salar Jang Estate though prospects have improved considerably. Rain is now required there to keep up the situation. Cattle disease prevails in 8 talukas. Prices:—wheat 6 $\frac{1}{2}$; coarse rice 7 $\frac{1}{2}$; and juar 14 $\frac{1}{2}$ seers per rupee. White juar is selling in Hyderabad City at 13 seers per rupee. Yellow juar is not available. The highest price in districts is 9 seers in each of the Paloncha and Adilabad talukas and the lowest 30 seers in the Nilangai taluka of the Bidar district.

Mysore.—The rainfall was very slight throughout the State. Prices of food grains are generally steady. Markets are well supplied. Standing crops are in good condition. Prospects of the season are generally good. Cattle are generally healthy. Water and fodder are available.

Coorg.—The rainfall during the week was 2 inches 11 cents. The public health is fair. Prices of food grains are high. Water and fodder for cattle are sufficient. Cattle disease prevails in parts.

Madras.—The rainfall during the week was good in South Canara and Malabar; nil in Anantapur, Trichinopoly and Tinnevelly; and light to fair elsewhere. Irrigation supplies are sufficient except in parts of Ganjam, Godavari, Bellary, Anantapur, Nellore, Tanjore, Madura and Tinnevelly. Ploughing, sowing, weeding and transplanting are in progress in parts. Standing crops are fair to good but some in parts of Bellary have been affected by locusts, and dry crops in parts of Coimbatore require more rain. Harvests continue in parts with outturn mostly fair to normal. Pasture is sufficient except in parts of Coimbatore and Tinnevelly. Fodder is scanty in parts of Godavari, Bellary and Cuddapah. The condition of cattle is generally good. The price of rice is stationary in eight districts; has fallen in twelve; and has risen in three. The prices of millets have fluctuated as follows:—Ragi is stationary in four districts; has fallen in sixteen; and has risen in one. Cholam is stationary in four districts; has fallen in eight; and has risen in two. Cumbu is stationary in five districts; has fallen in nine; and has risen in one. The public health is generally good. Prospects are generally good. The condition of the labouring classes is good and employment is available. Grain stocks are generally sufficient.

R. W. CARLYLE,
Secretary to the Government of India.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909. 2087

Statement of Approximate Gross Earnings of Indian
Railways.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 2, 1909.

RAILWAYS.	RESULTS OF WORKING DURING 2ND-HALF OF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEAR.						
	AVERAGE EARNINGS PER MILE PR WEEK.		Mean mileage worked.		Total earnings for week ending		Earnings per mile open for week.		Total earnings from 1st July to		19th September 1908.		18th September 1909.		19th September 1908.		
	During and-half year 1908-09.	R	Miles.	R	Miles.	R	R	R	R	R	R	R	R	R	R	R	
State and Guaranteed Railways.																	
Bengal-Nagpur (including 2' 6" gauge lines)	222	242	2,123	2,350	4,74,678	3,88,000	224	165	48,31,029	45,79,000	...	2,52,020	1,17,46,129	1,25,44,000	7,97,871	...	
Bezwada Extension	281	307	21	4,844	4,300	...	231	205	66,219	50,000	...	10,219	1,06,408	1,39,000	...	27,408	
Bombay, Baroda and Central India (includg. V.-Wadhwani Section 3' 3½" gauge)	679	791	504	504	2,71,244	2,79,000	538	554	32,14,864	36,37,000	4,22,136	...	94,43,298	1,02,04,000	7,66,702	...	
Nagpur-Muttra	35	33	139	313	4,745	7,500	34	24	50,260	78,400	28,140	...	1,43,042	1,80,000	45,958	...	
Eastern Bengal (includg. 3' 3½" and 2' 6" gauge lines)	460	405	1,274	1,497	5,84,270	6,92,000	459	462	56,16,956	59,01,000	2,84,044	...	1,11,95,867	1,17,05,000	5,09,133	...	
East Indian	652	674	2,338	2,338	15,09,020	13,39,000	642	573	1,74,92,784	1,50,59,000	...	24,33,784	3,82,54,816	3,58,44,000	...	24,10,816	
Great Indian Peninsula	498	570	1,06,6	1,06,6	6,03,623	6,10,000	376	384	69,71,577	75,21,000	54,9,430	...	1,87,02,420	1,99,79,000	12,76,580	...	
Agra-Delhi Chord	214	219	126	126	34,759	24,600	276	195	31,37,32	27,700	...	36,732	7,32,441	6,40,003	...	92,441	
Baran-Kotah	10	11	13	40	109	1,100	8	7	1,477	16,000	14,523	...	(2) 1,477	28,400	26,923	...	
Indian Midland (includg. Bhopal-Itarsi)	192	214	916	916	1,46,483	145,000	160	138	17,26,210	15,46,000	...	1,80,210	46,55,695	42,36,000	...	4,19,695	
Madras and Southern Mahratta (including 3' 3½" gauge lines)	202	219	2,542	2,578	4,74,115	4,77,000	187	185	55,30,669	58,45,000	3,14,331	...	1,34,39,786	1,38,64,000	4,25,214	...	
North-Western (including 2' 6" gauge lines)	279	299	3,614	3,670	10,36,806	11,45,000	312	312	1,15,48,886	1,51,35,000	35,86,114	...	2,59,76,095	3,42,36,000	8,25,99,095	...	
Oudh and Rohilkhand (includg. C.-Bunival 3' 3½" link)	208	233	1,295	1,298	2,02,549	2,46,000	156	190	28,86,936	29,84,000	97,064	...	73,6,132	76,85,000	3,19,878	...	
Hardwar-Dehra	205	226	32	32	5,851	5,900	183	184	68,259	63,700	...	4,559	1,8,340	1,66,000	144	15,240	
Assam-Rengal	119	118	771	771	92,453	1,03,000	120	134	9,29,805	9,93,000	63,105	...	20,31,913	21,36,000	1,04,087	...	
Bezwada-Masulipatam	105	122	49	52	8,607	6,100	176	117	57,996	70,100	12,104	...	1,48,371	1,71,000	22,639	...	
Burma	204	241	1,475	1,527	2,82,320	2,93,000	192	192	31,34,038	30,92,000	...	42,038	79,73,565	83,34,000	3,60,415	...	
Lodhpur-Hyderabad (British Section)	107	111	124	124	11,631	11,631	94	94	1,37,100	1,55,000	17,900	...	3,36,793	3,69,903	32,205	...	
Lucknow-Bareilly	133	159	200	201	43,200	43,200	81	81	2,49,532	2,44,000	...	5,532	6,90,832	7,37,000	46,168	...	
Mysore	146	146	401	401	58,161	58,161	145	108	6,52,000	51,5,000	515,000	...	1,37,061	14,49,111	11,60,000	...	2,89,111
Palanpur-Deesa	40	52	17	17	497	500	29	29	5,037	6,500	1,463	...	20,814	25,400	4,586	...	
Rajputana-Malwa (including Godhra-Rutlam-Nagda 5' 6" gauge)	223	245	1,914	1,913	3,50,947	3,57,000	183	187	41,71,572	42,19,000	47,428	...	1,08,60,894	1,11,16,000	2,55,106	...	
South Indian (including 5' 6" and 2' 6" gauge lines)	286	292	1,386	1,396	3,57,861	3,71,000	258	266	41,48,564	44,31,000	2,82,036	...	96,00,515	1,01,22,000	5,21,485	...	
Tanjore Dist. Board	122	130	103	103	11,104	11,900	108	116	1,43,889	1,46,000	2,111	...	3,48,809	3,33,000	15,869	...	
Travancore Branch	118	117	108	108	11,453	10,400	106	96	1,35,873	1,28,000	7,873	...	3,10,884	28,000	23,884	...	
Trihoot State	180	200	774	775	1,09,684	99,000	142	128	14,83,760	12,36,000	2,47,760	...	38,39,400	35,47,000	2,92,400	...	
Jorhat	63	60	30	30	2,121	1,400	71	47	21,856	19,100	2,756	...	44,494	43,600	...	894	
Total	393	392	24,706	24,706	65,57,242	67,05,000	230	271	7,55,01,424	7,76,52,800	21,61,476	...	18,98,40,400	18,98,40,400	1,01,85,167	...	

All other Railways.

Amritsar-Patti	128	28	2,301	6,200	82	221	55,261	47,700	"	7,561	98,658	1,07,000	8,342	"			
Bhopal-Ujjain	134	114	10,315	10,200	90	89	1,38,793	1,06,000	"	32,973	3,51,579	3,69,000	17,421	"			
Bina-Goona-Baran	43	148	4,227	6,200	29	42	44,958	54,000	9,043	""	1,99,537	1,45,900	54,537	"			
Delhi-Umballa-Kalka	251	162	33,098	21,00	204	210	4,06,071	3,94,000	""	12,971	9,75,401	9,63,000	12,401	"			
Jammu-Kashmir (Native State Section)	98	16	1,249	1,000	78	62	14,701	15,200	499	""	39,081	39,900	819	"			
Kolar-Gold-fields	47	379	10	8,945	2,400	894	240	45,449	29,000	""	16,449	92,429	64,300	28,129	"		
Ludhiana-Dhuri-Jakhal	150	79	10,721	8,600	136	109	1,32,068	1,13,000	""	19,068	3,19,512	3,15,000	4,512	"			
Nagda-Ujjain	104	126	34	2,994	2,000	88	59	33,136	19,600	""	13,536	90,848	1,05,000	14,152	"		
Nizam's Guaranteed State	241	263	334	62,795	68,700	188	206	8,03,378	7,73,000	""	30,378	21,1,969	20,31,000	5,543	"		
Petlad-Cambay	111	132	34	34	4,574	3,300	135	97	40,621	39,000	""	1,621	1,16,543	1,11,000	5,543	"	
Rajpura-Bhatinda	197	218	107	18,219	22,800	170	213	2,35,958	2,17,000	""	18,958	6,15,480	6,16,000	520	"		
Southern Punjab. "Ludhiana" extension	148	155	425	59,362	48,200	140	113	6,36,779	6,72,000	""	35,221	15,5,473	15,14,000	42,473	"		
Tapti Valley	92	97	155	155	12,045	9,200	78	59	1,72,459	1,67,000	""	5,459	3,87,484	37,74,000	13,464	"	
Tarkessur	107	132	155	155	10,616	9,000	68	58	1,14,218	86,900	""	27,318	3,84,267	33,90,000	45,267	"	
Tarkessur	262	305	22	5,133	5,500	233	250	65,727	59,200	""	6,527	1,67,056	17,70,000	2,944	"		
Ahmedabad-Dholka	59	71	34	34	1,980	1,600	58	47	21,421	20,800	""	621	64,461	56,900	7,561	"	
Ahmedabad-Parantji	85	104	55	4,220	4,000	77	73	46,589	46,900	""	311	1,43,311	1,43,000	311	"		
Bengal and North-Western	137	157	1,017	1,002	98,999	99,000	97	91	13,57,060	13,10,000	""	47,069	35,91,653	37,37,000	1,45,347	"	
Bengal Dooars	146	133	153	153	22,838	28,200	149	184	2,37,498	2,67,000	""	29,502	4,68,329	47,0,000	1,071	"	
Bhavnagar-Gondal-Junagadh-Porbandar	101	122	459	47,688	45,400	103	99	47,5,706	43,8,000	""	37,706	13,93,505	12,86,000	1,07,505	"		
Dibrugarh-Sadiya	259	250	78	17,559	23,100	225	296	2,29,639	2,30,000	""	6,371	4,63,000	4,49,000	36,000	"		
Gaekwar's Mehsana (including Vijapur-Kalol-Kadi)	67	106	134	178	8,597	7,700	64	43	95,241	1,16,000	20,759	""	2,84,479	3,39,000	54,521	"	
Hyderabad-Godavari Valley	126	156	392	392	38,858	37,100	99	95	4,74,576	4,28,000	""	46,576	14,05,543	12,86,000	1,19,543	"	
Iajipur	28	31	73	73	1,006	2,200	22	30	19,723	20,400	""	6,77	50,777	50,300	477	"	
Jodhpur-Bikaner	63	72	709	713	36,581	45,900	53	64	4,46,201	5,09,000	62,739	""	12,45,403	13,03,000	57,597	"	
Kolhapur	123	146	29	29	3,566	4,500	123	155	39,388	51,800	12,412	""	1,04,433	1,12,000	7,567	"	
Mirpur Khas-Jhudo (b)	...	...	50	50	1,700	1,700	34	34	10,200	10,200	""	15,286	2,64,288	2,28,000	34,288	"
Mirpur (including Vanhaner-Morvi 2' 6" gauge)	93	102	93	93	8,984	9,100	97	98	1,04,886	89,600	""	5,689	1,77,329	1,46,000	31,329	"	
Mymensingh-Jamalpur-Jagannathganj	160	157	54	54	7,961	8,300	147	154	76,389	76,700	2,51,000	6,833	6,16,647	6,76,000	59,373	"	
Rohilkund and Kumaon	98	115	214	214	19,362	23,300	90	109	2,44,167	2,44,167	""	16,359	22,700	6,341	11,320	"	
Sangli	168	138	5	5	485	800	97	160	6,668	9,800	3,112	1,202	1,09,000	1,09,000	58,604	"	
Shorapur-Kochin	127	136	65	65	7,448	9,400	115	145	82,112	36,200	32,600	1,202	1,14,884	1,02,000	12,884	"	
Udaipur-Chitor	56	71	67	67	3,299	4,000	49	60	34,998	36,200	36,200	1,202	1,08,524	3,04,000	95,476	"	
Barsi	93	106	78	78	4,226	4,800	54	62	85,548	1,31,000	45,452	""	6,659	89,4420	74,100	15,320	"
{ Cooch-Behar	111	113	34	34	2,972	3,200	87	94	39,259	32,600	1,202	9,389	2,30,345	2,45,000	11,655	"	
{ Gaekwar's Dabhoi	71	96	94	94	5,822	6,400	62	68	66,811	76,200	1,3,600	1,078	37,089	38,900	1,811	"	
{ Rajpipla	33	42	37	37	981	1,200	27	32	12,522	1,202	1,202	1,202	1,202	1,202	1,202	"	
{ Darjeeling-Himalayan	360	363	51	51	18,894	18,000	370	353	1,80,579	1,93,000	1,2421	""	460,569	4,79,000	18,431	"	
Total	125	140	5,748	5,921	6,08,920	6,26,300	106	106	73,16,637	72,59,400	111	57,237	1,91,34,700	659	"		
GRAND TOTAL	268	287	30,627	72,66,162	73,35,200	245	239	8,29,08,061	8,53,12,200	23,04,139	""	19,87,93,274	20,89,75,100	1,01,81,846	"		

(b) Opened from 2nd May 1909.

(a) From 1st July 1909.

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRINTING OFFICE, Simla.



SUPPLEMENT TO
The Gazette of India.

No. 41 } CALCUTTA, SATURDAY, OCTOBER 9, 1909.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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**WHOLESALE AND RETAIL PRICES IN THE FIRST HALF OF
SEPTEMBER 1909 OF:**

RICE	GRAM AND PULSE	TOBACCO
WHEAT AND FLOUR	OATS	TURMERIC
BARLEY	LINSEED	GRASS AND STRAW
JAWAR	MUSTARD AND RAPESEED	JAWAR STALKS
BAJRA	SESAMUM (<i>Til</i> or <i>jintili</i>)	BHUSA
RAGI	GHI	BRAN
KANGNI	SUGAR, RAW (<i>Gur</i>)	SHEEP AND BULLOCKS
MAIZE	SALT	KEROSENE OIL

GOVERNMENT OF INDIA
DEPARTMENT OF COMMERCE AND INDUSTRY

WHOLESALE PRICES FOR THE FIRST HALF OF SEPTEMBER

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR		BAJRA	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Burma*—														
Tenasserim—														
Mergui . . .	...	...	42.38	47.41	...	...	...	...	...	...	...	...	...	...
Tavoy . . .	...	...	27.59	34.59	...	...	...	...	...	...	...	...	...	...
Monimein and Amherst	...	...	39.02	44.14	15.65	55.65	...	...	...	...	...	...	...	...
Pegu (delta)—														
Rangoon . . .	...	...	34.41	40.51	40	58.72	...	...	...	...	...	...	...	...
Maubin (a) . . .	...	...	45.07	...	...	...	...	...	...	...	...	...	...	...
Bassein . . .	...	...	39.75	47.06	...	...	...	...	...	...	...	...	...	...
Pegu (mainland)—														
Henzada . . .	...	...	32.99	44.14	...	...	...	...	...	...	...	...	...	...
Toungoo . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Upper Burma—														
Mandalay . . .	...	...	39.51	50.79	36.36	56.14	...	...	...	...	...	...	...	...
Pakokku . . .	...	...	36.57	42.38	...	...	...	...	...	...	...	...	...	...
Arakan—														
Akyab . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal and Assam*—														
Eastern—														
Chittagong . . .	...	...	40	46.25	...	...	...	...	...	...	...	...	...	...
Dacca . . .	...	...	44.37	50	47.5	47.5	...	...	20	25	...	...	...	...
Central—														
Fabna . . .	...	...	40.62	50	...	...	...	...	...	...	...	...	...	...
Northern—														
Rangpur . . .	...	...	57.5	66.87	55	50	...	...	...	...	...	...	...	...
Brahmaputra—														
Goalpara . . .	20	26.25	43.75	57.5	...	...	...	...	...	...	...	...	...	...
Gauhati . . .	{ 25 to 25 }	{ 25 to 30 }	45 { 45 to 51.25 }	...	...	...	...	...	...	...	...	...	...	...
Bengal*—														
Deltic—														
Midnapur . . .	...	...	37.5	59.75	...	...	...	...	...	...	...	...	...	...
Calcutta . . .	...	...	47.5	61.25	47.5	51.25	...	...	30	37.5	...	...	...	...
Central—														
Barwani . . .	...	...	43.75	59.37	...	...	...	...	...	...	...	...	...	...
Orissa—														
Cuttack . . .	...	...	33.85	58.33	40.75	50.78	...	...	...	...	...	...	...	...
Bihar, south—														
Patna . . .	...	...	41.25	56.25	38.44	45	...	...	20.62	27.5	...	...	...	...
Bihar, north—														
Bhagalpur . . .	...	...	51.56	59.37	42.5	48.12	...	...	28.75	35	...	...	...	...
Muzaffarpur . . .	...	...	66.56	66.56	44.37	50	...	...	20.56	33.28	...	...	...	...
United Provinces—														
(a) AGRA—														
Eastern—														
Banaras . . .	31.93	31.93	45.83	54.27	37.71	43.91	44.43	48.91	25.31	31.93	...	...	27.13	...
Central—														
Cawnpore . . .	20	26.67	38.07	50	39.01	42.08	43.23	48.49	22.86	27.92	24.22	32.66	25.68	32.66
Jhansi . . .	...	...	45.78	66.72	40.94	46.41	48.44	...	25.78	32.66	28.12	39.06	27.66	...
Western—														
Meerut . . .	...	...	50	57.19	36.41	42.03	40.94	50	23.12	28.19	22.19	27.66	...	...
Agra . . .	50	50	57.13	80	42.03	45.73	50	55.36	24.22	30.78	25.78	34.79	25	40
Submontane, west—														
Shahjanpur . . .	20	...	...	...	40	42.08	...	...	23.54	28.59	28.59	...	30	...
(b) OUDH—														
Southern—														
Lucknow . . .	28.54	...	41.09	50	41.09	44.53	50	50	23.54	30	28.59	31.93	25.62	31.93
Northern—														
Fyzabad . . .	24.22	30	48.12	69.37	40.94	43.12	...	...	23.75	38.12	...	...	...	...

* The figures under "Rice, husked" represent the prices of common rice
(a) Not reported yet

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2093

The figures state prices in rupees per ten maunds)

RAGI		MAIZE		GRAM		ARHAR DÁL		OATS		LINSEED		MUSTARD AND RAPSEED		DISTRICTS	
1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908		
...	Burma—	
...	Tenasserim—	
...	40·76	40·76	50	50	...	...	...	...	...	...	Mergui	
...	...	24·71	34·78	47·76	55·17	63·37	...	...	...	...	...	...	...	Tavoy
...	34·41	50·64	...	...	...	...	...	...	...	...	Monimien and Amherst	
...	53·78	53·78	46·72	46·72	...	...	...	...	...	...	Peigu (deltaic)—	
...	Rangoon	
...	50	62·75	72·78	72·78	...	...	...	...	...	...	Manbin	
...	Bassein	
...	...	15·76	24·52	32·16	42·11	47·41	59·81	76·19	...	...	...	...	...	Peigu (inland)—
...	25·2	31·07	...	...	...	...	...	...	...	...	Hsawda	
...	Tonngoo	
...	Upper Burma—	
...	Mandalay	
...	50	62·75	72·78	72·78	...	...	...	...	...	...	Pakokku	
...	Arakan—	
...	Akyab	
...	35	57·5	52·5	70	...	...	...	...	...	...	Eastern Bengal and Assam—	
...	35	48·75	48·75	57·5	...	...	...	...	40	65	Eastern—Chittagong	
...	30	46·25	...	...	...	...	55	51·25	52·5	67·5	Dacca	
...	40	48·75	50	43·75	...	...	...	...	55	64·37	Central—Pabna	
...	Northern—Rangpur	
...	90	...	42·5	57·5	Brahmaputra—Gauhati	
...	Bengal—Deltaic—	
...	27·5	45	35	55	47·5	43·75	55	40	...	52·5	52·5	52·5	75	Midnapur	
...	34·37	46·25	45	60	...	...	55	55	55	77·5	Calcutta	
...	33·85	42·08	33·85	38·07	50·83	...	...	...	50	68·75	Central—Bardwan	
...	20·62	32·5	28·44	41·25	33·75	40·25	...	...	58·75	57·5	47·5	70	68·12	Orissa—Cuttack
...	19·87	35	28·75	45	41·25	55·16	31·87	...	57·5	56·87	40·62	61·87	...	Bihar, south—Patna	
26·56	36·25	20·94	36·25	30·78	44·37	40	57·19	36·25	...	...	45	45	65	Bihar, north—Bhagalpur
...	29·37	40·68	34·95	45·83	...	44·43	48·91	43·12	58·7	...	Muzaffarpur	
...	17·76	21·61	28·54	40	34·06	45·73	...	55·16	55·16	44·43	57·13	United Provinces—(a) AGRA—Eastern—Benares
...	29·06	29·06	43·18	...	...	...	50	...	50	...	Cawnpore	
...	25	37·97	...	53·28	42·19	...	...	...	...	...	Jhansi	
...	22·24	...	...	25·78	40	47·29	55·36	...	66·67	66·67	51·61	72·71	...	Western—Meerut
...	18·12	...	...	33·12	...	38·12	...	...	...	...	...	...	...	Agra
...	20	22·5	30·78	40	...	...	...	...	...	...	...	...	...	Submontane, west—Shahjahanpur
...	32·5	41·25	38·12	...	...	50	53·33	53·33	66·25	...	(b) OUDH—Southern—Lucknow	
...	Northern—Yazd	

WHOLESALE PRICES FOR THE FIRST HALF OF SEPTEMBER—*continued*

DISTRICTS	SESAMUM (Til or jinjili)		GHI		SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Burma—														
Tanasserim—														
Mergui . . .	...	...	581·82	...	...	...	14·16	21·92	...	...	...	...	...	...
Tavoy . . .	...	...	533·83	...	...	...	20·51	20·51	...	...	...	...	...	...
Moulmein and Amherat . . .	...	...	400	...	...	...	18·77	18·77	...	...	...	...	...	...
Pegu (delta)—														
Rangoon . . .	...	...	457·14	...	...	...	16·8	18·6	...	...	...	...	...	...
Meuhin (a) . . .	...	...	...	...	...	...	...	22·54	...	...	...	...	...	...
Bassacin . . .	...	...	492·81	...	...	...	22·61	22·61	...	...	...	...	...	...
Pegu (inland)—														
Ziennada . . .	...	...	304·76	...	...	...	27·83	28·19	...	...	...	...	...	...
Toungoo . . .	...	...	492·81	...	...	...	22·61	24·62	...	...	...	...	...	...
Upper Burma—														
Mandalay . . .	...	...	492·81	...	...	...	21·33	25	...	...	...	...	...	...
Pakokku . . .	...	...	533·83	...	...	...	22·54	22·54	...	...	...	...	...	...
Arakan—														
Akyab . . .	...	...	457·14	...	...	...	27·59	28·57	...	...	...	...	...	...
Eastern Bengal and Assam—														
Eastern—														
Chittagong . . .	...	...	420	395	50	55	15·62	16·87	70	45	...	...	...	...
Dacca . . .	...	...	400	415	75	70	18·12	20	180	125	...	...	...	...
Central—														
Pabna . . .	...	...	520	650	54·37	45	18·75	20	132·5	115	...	...	...	...
Northern—														
Rangpur . . .	...	...	430	450	70	61·25	20	22·5	90	80	...	...	3·75	3·75
Brahmaputra—														
Goalpara . . .	...	...	...	...	60	62·5	...	...	...	...	...	...	...	...
Gauhati . . .	...	...	...	...	65	60	...	...	...	...	...	...	...	...
Bengal—														
Deltaic—														
Midnapur . . .	...	...	415 { 390 to 400 }	82·5	70	17·5	17·5	{ 140 and 145 135 }	105 { 25 and 20 }	...	...	...	...	...
Calcutta . . .	47·5	65	420 { 420 }	67·5	57·5	15	19·37	82·5	...	...	15	17·5	...	...
Central—														
Bardwan . . .	...	...	400	400	85	65	16·56	16·56	...	...	...	...	...	...
Orissa—														
Cuttack . . .	65	65	457·19	475·62	57·13	52·34	14·37	14·37	62·5	62·5	...	...	5	5
Bikār, south—														
Patna . . .	50	70	320 { 340 to 360 }	60 { 50 to 65 }	20	20	{ 30 to 60 }	25 { 50 }	...	...	...	...	...	...
Bihār, north—														
Bhagalpur . . .	...	...	400	430	62·5	45	18·12	19·06	142·5	100	...	...	...	...
Muzaffarpur . . .	...	...	400	355·62	57·19	57·19	20	20	160	160	...	...	...	...
United Provinces—														
(a) AGRA—														
Eastern—														
Banaras . . .	54·27	69·84	366·67	345·21	56·41	48·91	23·65	...	...	...	...	...	...	...
Central—														
Cawnpore . . .	55·16	66·67	355·52	336·82	53·33	57·13	17·76	...	82·5	82·5	95	95	...	...
Jhansi . . .	48·44	...	335·78	326·25	61·56	66·72	19·53	...	...	...	80	...	...	...
Western—														
Meerut . . .	...	...	...	320	...	...	17·34	...	...	...	...	...	...	...
Agra . . .	...	...	345·94	320	61·51	64·01	17·76	...	120	130	80	102·5	2·86	10
Submontane, west—														
Shahjahanpur . . .	...	...	370	350	...	...	20	...	...	...	{ 90 and 100 }	{ 90 and 100 }	...	...
(b) OUDH—														
Southern—														
Lucknow . . .	...	...	370	355	50	55	20	...	...	...	95	85	2·5	3·12
Northern—														
Fyzabad . . .	...	...	347·5	390	48·44	45	20·94	...	...	...	...	...	...	...

(a) Not reported yet

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1900.

2095

(The figures state prices in rupees per ten maunds)

WHOLESALE PRICES FOR THE FIRST HALF OF SEPTEMBER—*continued*

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR		BAJRA	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Rajputana—														
Eastern— Ajmer . . .	30·78	30·78	...	...	37·24	44·9	...	...	22·86	28·28	27·92	33·59	27·92	34·0
Punjab—														
Southern— Ferozpur . . .	25	22·5	47·5	65	35·62	38·75	44·37	47·5	20·94	28·75	22·13	...	25	...
Central— Lahore . . .	48·49	38·07	61·56	68·85	38·54	37·24	43·28	43·28	22·86	27·6	21·61	27·6	30·78	37·2
South-eastern— Delhi . . .	22·24	36·35	42·08	50	38·07	43·23	44·43	47·66	24·22	29·63	24·22	28·59	28·54	33·3
Submontane— Amritsar . . .	29·63	25·78	53·33	50	35·47	38·12	40	43·28	...	...	...	...	...	40
Northern— Rawalpindi . . .	28·54	40	66·67	90	35·52	40	40·99	47·08	28·54	28·54	25·78	36·35	28·54	36·3
Western— Lyallpur Multan . . .	26·87	29·69	62·5	...	35 41·87	39·06	40·62	...	23·12	...	25 24·37	...	27·5 27·5	...
N.W. Frontier Pro- vince—														
Peshawar . . .	23·12	...	58·7	...	37·55	...	42·34	...	19·84	...	30·78	...	28·54	...
Dera Ismael Khan . . .	...	...	68·12	...	36·72	...	42·66	...	26·04	...	26·67	...	27·4	...
Sind and Baluchistan—														
Karachi . . .	...	...	42·03	55	43·12	45	...	...	26·25	...	36·56	25·94	33·75	...
Shikarpur . . .	...	...	48·75	65·62	36·66	42·5	...	...	24·06	29·53	27·5	33·91	25·62	29·37
Quetta . . .	...	...	...	...	44·06 to 45·78	42·19	...	...	72·5	77·5	34·06	36·56	33·12	33·75
Bombay—														
Deccan and Karnataka—														
Dharwar . . .	...	...	...	...	41·61	...	...	...	...	...	25	30·36	...	...
Sholapur . . .	...	...	...	...	50·16	...	...	...	...	...	21·09	32·03	20·1	...
Poona . . .	...	...	47·71	57·13	54·74	...	...	...	...	...	...	38·28	29·17	41·15
Khandesh and N.E. Deccan—														
Ahmadnagar . . .	...	...	...	...	52·86	...	...	...	...	...	...	38·28	...	36·46
Dhulia . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	40·78
Gujarat—														
Surat . . .	...	...	46·25	63·75	40	54·06	...	...	23·75	29·37	29·53	38·91	29·53	...
Ahmedabad . . .	...	...	...	...	42·08	...	...	...	26·23	26·23	26·23	28·75	27·5	36·35
Central Provinces*—														
Western— Nagpur . . .	...	...	37·5	42·25	40·25	47	57·12	61·5	...	...	29·37	33·62	...	...
Central— Jubbulpore . . .	...	...	40	47	40	48·5	47	57·12	...	...	...	...	...	...
Eastern— Raipur . . .	...	...	34	45·5	41	47	50	55	...	...	...	...	...	...
Berar—														
Akola . . .	...	...	42	53	40·62	49·62	52	55	...	...	26	26·62	...	...
Amravati . . .	...	...	42	55·12	42·5	52·12	52	55	...	...	23	38·62	...	...
Madras—														
South, central— Cochinatore Salem . . .	...	...	...	...	...	...	...	...	...	...	30·8	30·8	36·5	34·2
Central— Bellary Cuddapah . . .	34·1	42·3	...	...	...	...	...	...	...	...	23·5	36·5	34·8	36·2
Earnau . . .	...	...	...	...	...	...	...	...	...	...	34·8	34·8	33·3	36·2
East Coast, central— Nellore . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . .	30·4	35·7	54·8	58·1	...	...	...	...	...	...	...	...	...	...
Tanjore . . .	35·1	35·5	50·8	58·8	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . .	...	...	...	...	...	...	...	...	...	...	31·9	30	37·6	30
Mysore—														
Mysore . . .	30·56	36·25	53	57·6	61·53	61·53	71·98	71·98	...	...	28·41	25·71	...	...
Bangalore . . .	32	26	56	64	64	58	67·76	67·76	...	...	...	66	...	...

* The figures under "Rice, husked" represent the prices of cleaned rice.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909

2097

(The figures state prices in rupees per ten maunds)

RAGI		MAIZE		GRAM		ARHAR DAL		OATS		LINSEED		MUSTARD AND RAPESEED		DISTRICTS	
1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
...	...	29.63	34.37	26.41	40	...	...	61.56	...	72.66	72.66	...	...	Rajputana—	
...	...	25	...	23.54	35	...	66.25	...	...	...	...	50	...	Eastern—	Ajmer
...	...	28.59	33.12	25.57	35.52	44.43	57.13	47.03	...	53.33	51.61	47.03	57.13	Panjab—	
...	...	25	30.78	28.59	38.12	53.59	66.67	55.16	...	72.71	72.71	48.49	64.01	Southern—	Ferozpur
...	24.63	39.01	...	...	...	...	...	...	55	...	Central—	Lahore
...	...	22.19	36.35	28.07	38.07	50	65	...	...	48.49	47.03	42.08	61.56	South-eastern—	Delhi
...	...	27.5	47.03	23.75 29.37	39.06	...	...	...	...	...	...	48.12	66.72	Submontane—	Amritsar
...	...	25.68 30.21	...	29.32 28.49	...	35.16 61.61	...	...	...	49.17 42.13	...	38.38	...	Northern—	Rawalpindi
...	31.25 30.62	42.4	44.06	60	...	...	...	...	36.15	...	Western—	Lyallpur
...	...	50	33.75	...	...	62.5	67.5	60	...	...	...	...	53.75	Multan	
...	N.W. Frontier Pro-	Frontier Province—
...	Peshawar	Dera Ismael Khan
...	Sind and Baluchistan—	
...	Karachi	Shikarpur
...	Quetta	
...	Bombay—	
...	50.47	...	...	...	...	...	...	...	Deccan and Karnatak—	
...	33.49 30.94	50.16 44.43	...	...	...	...	...	...	...	...	Dharwar	
...	Suolapur	
...	Poona	
...	33.65	...	...	...	60	...	...	...	...	...	Khandesh and N.E.	
...	Deccan—	
...	Ahmadnagar	
...	Dhulia	
...	25	42.08	37.5	67.5	...	...	...	...	...	...	Gujarat—	
...	32.62	46.25	42.87	53	...	...	62	62	...	...	Surat	
...	28.37	42.12	47	57.12	50	...	53.37	51.62	50	...	Ahmedabad	
...	30	45	42	52	...	...	...	...	...	...	Central Provinces—	
...	34.12 32.5	48.12 48.75	46 36.87	58.25 52.37	...	...	61.5	75.5	...	...	Western—	Nagpur
...	Central—	Jubbulpore
...	Eastern—	Raipur
...	Barar—	
...	Akola	
...	Amravati	
...	55.8	58.1	43	35.6	...	...	...	...	...	...	Madras—	
...	South, central—	
...	Coimbatore	
...	Salem	
...	46	46	35.3	35.3	...	...	...	...	...	...	Central—	
...	Bellary	
...	Cuddapah	
...	Karnul	
...	East Coast, central—	
...	37.3	37.3	...	...	...	...	...	...	Nellore	
...	East Coast, south—	
...	43.4	52.7	...	...	58.4	...	...	...	...	...	Madras	
...	61.8	...	...	...	...	...	Tanjore	
...	Trichinopoly	
...	Southern—	
...	Madura	
...	27.25	41.87	22.29	61.73	62.69	68.12	...	...	...	...	Mysore—	
...	29.5	50	31	68	74.5	...	...	...	...	...	Mysore	Bangalore

WHOLESALE PRICES FOR THE FIRST HALF OF SEPTEMBER—*concluded*

DISTRICTS	SESAMUM (Til or Jinjili)		GHI		SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS	
	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908
Rajputana— Eastern— Ajmer . . .	66·67	66·82	355·57	355	58·7	65·73	...	...	...	...	...	...	4·53	5·83
Panjab— Southern— Ferozpur . . .	...	...	400	350	61·56	50	16·67	...	88·75	100	94·06	92·5	8·12	6·72
Central— Lahore . . .	61·56	76·15	426·72	355·57	59·27	57·13	14·79	...	114·27	80	128·07	133·33	...	8·91
South-eastern— Delhi . . .	64·01	88·91	441·35	376·56	57·13	53·33	17·4	...	80	94·11	88·91	88·91	...	...
Submontane— Amritsar . . .	62·5	70	435	380	66·67	50	14·06	...	...	...	91·25	100	...	...
Northern— Rawalpindi . . .	80	84·06	426·67	355·52	50	53·33	15·36	...	...	...	100	133·33	10	10
Western— Lyallpur Multan . . .	...	...	395	...	55	...	15	...	80	...	90	...	...	...
...	...	...	415	...	66·87	...	15·94	...	...	...	...	...	...	...
V.-W. Frontier Province—														
Peshawar . . .	58·7	...	400	...	63·38	...	15·98	...	...	...	100·67	...	8·85	...
Dera Ismael Khan . . .	66·67	...	464·68	...	50	...	14·22	...	...	...	106·72	...	...	...
Sind and Baluchistan— Karachi . . .	63·12	...	390	375	...	93·75	...	...	...	...	...	...	...	...
Shikarpur . . .	...	...	400	375	60	55·62	...	...	65	...	...	...	...	...
Quetta . . .	...	...	{ 390 to 440 } to 430 }	...	...	...	...	...	...	...	...	...	...	...
Bombay— Deccan and Karnatak— Dharwar . . .	...	...	...	...	88·59	66·93	...	...	...	...	...	...	...	...
Sholapur . . .	...	...	484·22	408·49	...	73·7	...	...	131·56	112·29	...	...	...	...
Poona . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan— Ahmadnagar . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat— Surat . . .	...	...	...	410·83	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . .	...	...	390	380	...	...	...	...	...	...	...	...	...	...
Central Provinces— Western— Nagpur . . .	75·25	86·62	466·62	466·62	...	...	21·62	21·62	91·62	91·62	120	120	...	...
Central— Jubbulpore . . .	59·25	66·62	350	355	...	...	22·5	22·12	100	100	80	100	...	10
Eastern— Raipur . . .	...	...	370	365	...	...	20·5	20	220	160	70	80	...	...
Berar— Akola . . .	...	414·25	435·62	...	...	17·75	20	85·75	80·87	88·12	88	...	...	...
Amravati . . .	57·62	91	380	400	...	18	20	145	122	...	130	8	5	...
Madras— South, central— Coimbatore . . .	72·4	82·8	487·9	487·9	60·8	52·8	22·4	...	171·3	128·5	52·8	64·1	...	...
Salem . . .	...	...	410·9	385·3	...	...	...	...	...	...	51·5	62·5	...	...
Central— Bellary . . .	77·2	92·8	476·1	412·7	59·6	47·7	...	...	...	...	...	...	...	...
Cuddapah . . .	...	...	394·8	394·8	...	...	...	...	...	...	49	52·7	...	...
Karnul . . .	...	...	...	...	...	...	...	...	74·1	74·1	45·2	49·4	...	...
East Coast, central— Nellore . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . .	54·4	80·3	460·8	428	62·6	55·9	12·8	...	82·8	82·3	41·1	57·7	...	...
Tanjore . . .	...	...	400	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . .	...	...	500·2	...	...	...	17·6	...	124·3	113·1	...	...	...	...
Southern— Madura . . .	75	72·5	416·2	...	...	...	...	...	106·8	106·8	...	...	...	...
Mysore— Mysore . . .	61·12	63·77	480	428·59	102·81	85·62	...	...	205·68*	205·68*	102·86	120	5·31	13·15
Bangalore . . .	62	60	445·68	462·81	81·41	60	...	...	205·68*	171·41*	137·13	120	3·65	3·65

* Includes octroi duty amounting to Rs. 103 per 10 mannds

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2099

The figures state prices in rupees per ten maunds.)

STRAW		JAWAR STALKS		BHUSA		BRAN		SHEEP, PER SCORE		PLOUGH BULLOCKS, PER PAIR		KEROSENE OIL P. R. TIN		DISTRICTS
1909	1908	1909	1908	1909	1908	19	1908	1909	1908	1909	1908	1909	1908	
8·59	5·31	3·59	5·31	...	...	86·25	...	125	125	85	85	2·19	...	Rajputana— Eastern— Ajmer
...	10	...	...	5·63	...	39·44	...	85	80	90	90	2·37	...	Panjab— Southern— Ferozpur
...	14·87	...	...	8·91	...	27·66	...	180	180	200	200	2·42	...	Central— Lahore
...	11·41	...	13·33	10	...	26·67	...	80	80	140	150	1·47	...	South-eastern— Delhi
...	10	...	...	10	...	22·86	...	100	125	...	...	2·41	...	Submontane— Amritsar
...	10	...	20	8·33	...	28·54	...	90	90	70	70	2·31	...	Northern— Rawalpindi
...	...	3·75	...	5	...	25·62	...	100	...	140	...	2·44	...	Western— Lyallpur Multan
...	...	2·34	...	6·77	...	21·25	...	{ 60 to 100 } 120	{ 60 to 200 } 120	...	...	2·69	...	N.W. Frontier Province— Peshawar
...	...	...	...	7·97	...	30·21	...	...	...	...	...	2·72	...	Dera Ismael Khan
...	...	...	...	3·75	...	22·5	...	128·12	145	150	130	1·97	...	Sind and Baluchistan— Karachi Shikarpur
...	...	...	...	6·25	7·19	36·87	...	{ 120 to 220 } 120 to 220	...	...	...	3·25	...	Quetta
...	...	...	...	...	...	35·68	...	...	...	...	...	...	...	Bombay— Deccan and Carnatic— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...	...	...	2·03	...	Khandesh and N.E. Deccan— Ahmadnagar Dhulia
...	...	...	...	...	...	2*	...	...	...	...	...	2·25	...	Gujarat— Surat Ahmadabad
...	...	...	...	...	...	...	...	60	50	90	100	1·75	...	Central Provinces Western— Nagpur
...	...	...	...	...	...	33·75	...	50	55	60	70	1·62	...	Central— Jubbulpore
...	...	...	...	...	...	40	...	...	...	...	40	1·75	...	Eastern— Baipur
...	...	...	...	...	...	40	...	60	52	59	60	2·12	...	Berar— Akola Amravati
78	6·4	6·3	3·2	...	...	...	...	80†	75†	50	...	2·25	...	Madras— South, general— Cumbatore Salem
...	...	...	...	...	...	...	...	80†	80†	100	100	2·06	...	Central— Bellary Cuddapah
...	...	5·2	10·3	...	...	...	...	...	...	...	...	1·96	...	Kurnul
36	3·6	...	...	...	...	...	...	...	...	...	...	2·15	...	East Coast, central— Nellore
...	...	...	...	7·2	...	32·3	...	70†	61·25†	...	...	1·76	...	East Coast, south— Madras
...	...	...	...	...	...	...	...	130†	90†	...	...	1·92	...	Tanjore
54	...	...	...	...	...	44	...	...	...	...	...	2·08	...	Trichinopoly
896	9·37	3·75	6·61	...	...	12·5	...	16·9	...	40	40	1·5	...	Southern— Madura
734	7·34	...	...	...	...	38·12	...	160	160	{ 120 to 150 } 120 to 150	...	2·03	...	Mysore— Mysore
														Bangalore

* Superior quality.

† Sheep or goats

FREDERICK NOËL-PATON,
Director-General of Commercial Intelligence
B. ROBERTSON,
Secretary to the Government of India

GOVERNMENT OF INDIA
DEPARTMENT OF COMMERCE AND INDUSTRY

RETAIL PRICES FOR THE FIRST HALF OF SEPTEMBER 1909 [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (Andropogon sorghum)		BAJRA OR GUMBU (Pennisetum typhoideum)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
Burma—												
Tenasserim—												
Mergui . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
Tavoy . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
Moulmein and Amherst	6 13	6 13	..	..	8 8	8 8	9 12	9 12	..	..	..	..
Pegu (deltaic)—												
Fegu . . . . .	..	..	..	..	7 11	7 11	8 6	8 6	..	..	..	..
Rangoon	9 1	8 12	..	..	10 2	10 3	10 11	10 11	..	..	..	..
Mawtin(a) . . . . .	..	..	..	..	..	9 7	..	11 9	..	..	..	..
Fassein . . . . .	..	..	..	..	9 12	9 12	9 12	9 12	..	..	..	..
Pegu (inland)—												
Iha awadi . . . . .	..	..	..	..	8 12	8 12	11 11	11 11	..	..	..	..
Ezazada . . . . .	..	..	..	..	8 4	8 4	11 2	11 2	..	..	..	..
Prone . . . . .	..	..	..	..	..	..	9 2	8 12	..	..	..	..
Toungoo . . . . .	..	..	..	..	10 —	10 —	10 12	10 12	..	..	..	..
Thayetmyo . . . . .	..	..	..	..	8 4	8 4	10 10	10 10	..	..	..	..
Upper Burma—												
Mandalay	10 8	10 8	..	..	8 3	8 3	9 8	9 8	..	..	..	..
Bamo . . . . .	..	..	..	..	9 12	10 10	11 11	11 11	..	..	..	..
Pakokku . . . . .	..	..	..	..	8 14	8 14	10 2	10 2	..	..	..	..
Meiktila . . . . .	..	..	..	..	11 14	11 5	12 10	11 11	17 7	17 8	..	..
Arakan—												
Sandoway(a) . . . . .	..	3 3	..	..	..	7 9	..	10 —	..	..	..	..
Kyaunkpyu . . . . .	..	..	..	..	8 —	8 —	9 —	9 —	..	..	..	..
Akyab . . . . .	..	..	..	..	8 —	8 —	9 —	9 —	..	..	..	..
Eastern Bengal and Assam—												
Eastern—												
Chittagong . . . . .	..	..	..	..	..	..	10 —	10 —	..	..	..	..
Noakhali . . . . .	..	..	..	..	..	..	8 —	8 —	..	..	..	..
Backerganj . . . . .	..	..	..	..	..	..	9 —	9 —	..	..	..	..
Maimensingh	5 2	5 1	12 8	12 8	..	..	7 8	7 8	..	..	..	..
Tippera . . . . .	..	..	..	..	..	..	7 11	7 11	..	..	..	..
Dacca	7 8	7 8	20 —	..	..	..	9 4	9 —	..	..	..	..
Faridpur	9 —	10 —	16 —	16 —	..	..	9 4	9 8	..	..	..	..
Central—												
Pabna . . . . .	..	..	..	..	..	6 13	6 13	9 8	9 —	..	..	..
Rajshahi	10 8	10 8	15 —	15 —	6 —	6 —	8 4	8 1	..	..	..	..
Mailda	9 4	9 8	13 —	13 —	5 8	5 4	8 12	9 —	..	..	..	..
Bogra	9 —	9 —	..	..	..	..	8 4	7 14	..	..	..	..
Northern—												
Jalpaiguri	7 —	7 —	..	..	5 8	5 8	7 —	7 —	..	..	..	..
Dinajpur	8 10	8 10	..	..	..	..	9 9	8 12	..	..	..	..
Rangpur	7 12	8 —	..	..	5 8	5 —	7 4	7 —	..	..	..	..
Burma—												
Sylhet . . . . .	..	..	..	..	8 12	7 8	12 8	12 4	..	..	..	..
Cachar	6 12	6 15	..	..	7 15	7 3	10 10	9 13	..	..	..	..
Hill tracts—												
Khâsi and Jaintia hills	5 —	5 —	..	..	4 —	4 —	7 8	7 8	..	..	..	..
Garo Hills . . . . .	..	..	..	..	3 8	3 8	6 —	6 —	..	..	..	..
Manipur	8 —	8 —	..	..	22 —	20 —	25 —	24 —	..	..	..	..
Naga hills . . . . .	..	..	..	..	10 12	10 12	11 8	11 8	..	..	..	..
Lushai Hills . . . . .	..	..	..	..	4 8	4 8	6 —	6 —	..	..	..	..
Brahmaputra—												
Goalpara . . . . .	..	7 —	..	..	6 8	6 8	8 8	9 —	..	..	..	..
Kâmrâp	7 —	7 —	..	..	6 4	6 4	9 —	9 —	..	..	..	..
Darrang	6 —	6 —	..	..	5 8	5 8	8 —	8 —	..	..	..	..
Nowrang . . . . .	..	..	..	..	4 —	4 —	9 8	9 8	..	..	..	..
Sibsagar . . . . .	..	..	..	..	4 8	4 8	10 —	10 —	..	..	..	..
Lakimpur	7 —	7 —	..	..	4 8	4 8	8 —	8 —	..	..	..	..

(a) Not reported yet

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER, 9, 1909.

2101

state the number of seers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR RAGI (<i>Eleusine coracana</i>)	KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)	GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer aristatum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR DAL		SALT		DISTRICTS
		Half-month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	18 14	Burma—
...	17 14	Tenasserim—	
...	9 5	9 5	...	...	17 14	Mergui	
...	10 3	10 3	...	...	17 12	Tavoy	
...	10 4	10 11	...	...	16 4	Moulmein and	
...	5 11	...	...	6 12	16 4	Amherst	
...	10 10	10 10	16 5	6 5	14 5	Pegu (deltaic)—	
...	8 8	8 8	...	...	14 5	Peen	
...	6 9	6 9	...	7 8	14 5	Rangoon	
...	9 2	10 13	...	7 8	14 5	Maubin	
...	9 7	9 7	...	7 14	17 18	Bassein	
...	10 9	10 9	22 9	22 9	15 1	...	
...	12 —	11 6	22 3	22 3	18 —	18 13	Pegu (inland)—
...	15 10	15 10	...	4 12	11 6	12 2	Tharawadi
...	16 9	16 9	22 9	22 10	14 3	H-nzda	
...	7 8	7 8	...	9 10	16 2	Prome	
...	7 8	7 8	...	8 10	14 8	Toungoo	
...	4 —	...	...	4 —	11 —	Thayetmyo	
...	7 8	7 8	...	5 —	11 —	...	
...	11 —	11 —	...	7 —	17 —	Upper Burma—	
...	10 —	10 —	...	8 —	17 —	Mandalay	
...	8 —	8 —	...	4 12	11 6	Bamo	
...	8 —	8 —	...	4 12	11 6	Pakokku	
...	8 —	8 —	...	9 12	14 3	Meiktila	
...	4 —	...	...	4 —	14 —	Aragon—	
...	7 8	7 8	...	5 —	18 —	Sandoway	
...	7 8	7 8	...	5 —	18 —	Kyaungpyu	
...	7 8	7 8	...	5 —	11 —	Akyab	
...	11 —	11 —	...	7 —	17 —	Eastern Bengal and	
...	10 —	10 —	...	7 —	25 —	Assam—	
...	8 —	8 —	...	7 —	25 —	Eastern—Chittagong	
...	8 —	8 —	...	20 —	20 —	Noakhali	
...	8 —	8 —	...	16 —	16 —	Backerganj	
...	8 —	8 —	...	7 7	17 —	Maimensingh	
...	12 4	12 8	...	7 8	20 —	Tippera	
...	10 —	10 —	...	7 8	21 —	Daco.	
...	13 4	13 4	...	7 8	21 —	Faridpur	
...	15 —	14 12	...	7 8	19 —	Central—	
...	13 —	12 8	24 —	9 12	19 —	Pabna	
...	12 —	12 —	...	7 8	18 12	Rajshahi	
...	12 —	12 —	...	12 —	18 12	Maida	
...	12 —	12 —	...	12 —	19 8	Bogra	
...	9 —	9 —	...	6 12	19 8	Northern—	
...	12 —	12 —	...	8 —	18 —	Jalpaiguri	
...	8 8	8 8	...	8 —	20 —	Dinajpur	
...	10 —	10 —	...	8 —	20 —	Rangpur	
...	9 9	9 11	...	8 —	22 —	Surma—	
...	9 9	9 11	...	8 3	22 —	Sylhet	
...	6 8	6 —	...	6 —	22 —	Cachar	
...	6 —	6 —	...	6 —	10 —	Hill tracts—	
...	4 —	4 —	20 —	4 8	10 —	Khâsi and Jaintia hills	
...	5 4	5 4	20 —	4 8	10 —	Garo Hills	
...	6 —	5 —	...	4 12	10 —	Manipur	
...	10 —	9 —	...	4 8	10 —	Naga Hills	
...	10 —	9 —	...	8 —	8 4	Lusai Hills	
...	10 —	9 —	...	7 8	16 —	Brahmaputra—	
...	10 —	9 —	...	8 —	16 —	Goalpara	
...	10 —	9 —	...	8 —	16 —	Kâmrâp	
...	10 —	9 —	...	8 —	16 —	Darrang	
...	8 —	8 —	...	7 —	16 —	Nowrang	
...	8 12	8 12	...	8 —	16 —	Siosagar	
...	10 8	9 14	...	7 8	16 —	Lakninpur	

RETAIL PRICES FOR THE FIRST HALF OF SEPTEMBER 1909—continued [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoideum)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
Bengal—												
Deltaic—												
Khulna	...	...	...	...	...	...	8 4	8 8	...	...	...	...
24-Parganas	...	...	...	...	...	...	8 —	8 —	...	...	...	...
Midnapur	9 —	9 —	...	...	...	...	10 2	9 14½	...	...	...	...
Howrah	...	...	...	...	...	...	7 8	7 8	...	...	...	...
Calcutta	8 —	9 —	12 8	12 10	...	...	8 —	7 12	...	...	...	...
Hooghly	8 —	8 —	11 12	...	...	...	7 —	7 —	...	...	...	...
Nadia (Krishnagarh)	8 —	8 —	...	...	...	...	8 —	8 —	...	...	...	...
Jessore	6 8	6 8	8 —	8 —	...	...	9 —	9 4	...	...	...	...
Central—												
Bankura	8 8	8 8	...	...	...	...	9 —	8 12	...	...	...	...
Bardwan	...	...	...	...	...	...	9 4	8 12	...	...	...	...
Birbhum	9 —	9 —	...	...	...	...	9 —	9 —	...	...	...	...
Murshidabad	9 12	9 —	...	16 —	...	...	9 —	8 8	...	...	...	...
Santhal Parganas	8 8	8 —	12 —	12 —	...	...	9 8	9 8	...	...	...	...
Hills—												
Darjeeling	6 —	6 —	8 —	8 —	...	...	6 —	6 —	...	...	...	...
Orissa—												
Puri	7 14	8 8	...	...	...	...	10 8	9 3	...	...	...	...
Cuttack	9 6	9 6	...	...	...	...	11 13	11 13	...	...	...	...
Balasore	7 8	7 —	...	...	...	...	11 8	11 —	...	...	...	...
Sambalpur	9 —	9 —	...	...	...	...	12 —	14 —	...	...	...	...
Chota Nagpur—												
Singhdham	8 —	8 —	...	...	...	...	8 —	8 —	...	...	...	...
Manohum	8 2	5 —	10 —	10 —	...	...	9 8	10 —	...	...	12 —	11 —
Ranohi	8 4	8 6	10 8	12 —	...	...	10 —	9 12	...	...	...	...
Palamau	9 9	9 9	13 8	...	...	...	7 14	7 14	...	...	...	...
Hasaribagh	9 —	8 4	12 —	12 —	...	...	10 —	9 8	...	...	...	...
Bihar, south—												
Monghyr	11 —	10 8	14 —	16 12	...	...	10 4	9 11	...	...	...	...
Gaya	9 13	9 12	15 6	14 6	...	...	9 3	9 1	...	...	...	...
Patna	10 4	10 4	19 —	18 —	...	...	9 8	9 4	...	13 4	...	...
Bhagalpur	9 12	10 —	15 —	14 —	...	...	...	9 12	...	...	...	...
Bihar, north—												
Purnea	8 8	8 8	...	...	...	...	9 11	9 11	...	...	...	...
Bhagalpur	9 7	9 2	13 14	12 8	...	...	8 —	7 15	...	...	...	...
Darbhanga	9 14	5 12	13 3	15 6	...	...	8 12	7 11	...	...	...	...
Muzaffarpur	9 —	9 —	15 —	16 —	...	...	6 —	6 —	...	...	...	...
Saran	9 8	9 8	17 —	16 —	...	...	8 —	9 —	...	...	...	...
Champaran	9 8	9 8	19 —	18 —	...	...	9 8	9 8	...	...	...	...
United Provinces:												
(a) Agra—												
Eastern—												
Mirzapur	9 —	8 8	14 —	14 —	...	...	4 —	9 —	9 —	...	13 —	15 —
Benares	10 —	10 —	15 3	15 3	5 2	5 2	7 13	7 13	13 —	12 7	13 9	13 —
Ghazipur	9 2	9 2	14 6	15 6	5 8	5 8	8 9	8 9	13 4	13 4	11 15	11 15
Jaunpur	9 10	9 10	16 10	16 19	8 3	8 3	9 4	9 4	...	...	...	...
Allahabad	8 8	8 8	15 8	15 —	4 4	4 4	9 4	9 4	16 —	15 8	16 —	15 —
Central—												
Banda	9 2	9 2	13 4	13 12	4 —	3 8	9 8	9 —	14 4	13 10	13 12	13 6
Fatehpur	9 8	9 8	15 —	15 —	8 —	8 —	9 —	9 —	15 —	15 —	14 —	14 —
Hamirpur	9 —	9 —	12 —	12 —	6 —	6 —	8 4	8 4	14 —	13 12	14 —	13 12
Jalaun	9 4	9 —	...	...	5 —	5 —	7 —	7 —	14 —	12 8	13 8	13 —
Cawnpore	9 8	9 4	17 —	16 —	...	...	8 8	8 8	16 —	14 8	15 —	14 8
Jhansi	9 8	9 —	15 4	15 12	5 4	4 12	8 5	8 —	14 4	14 12	14 —	13 4
Letauh	9 14	9 12	14 12	14 4	3 —	3 —	9 —	9 —	15 12	14 4	14 12	14 4
Farrukhabad	9 —	9 —	14 5	14 —	4 1	4 1	9 3	9 3	...	...	...	...
Bijnor	10 1	10 —	20 —	18 —	5 —	5 —	9 —	9 —	...	...	...	...
Etah	10 12	10 4	18 —	16 —	2 8	2 8	8 —	8 —	...	...	...	...
Western—												
Meerut	10 8	10 4	16 12	15 8	3 4	3 4	6 4	6 4	17 8	15 —	15 8	15 —
Agra	9 4	8 9	16 —	14 2	7 —	6 2	8 —	8 —	15 —	15 2	15 3	13 2
Mathura	10 —	9 8	17 8	16 —	5 —	5 —	8 12	8 8	15 —	16 —	17 —	16 —
Ahangarh	11 8	13	23 —	20 —	3 —	3 —	6 8	6 —	15 —	15 —	13 —	13 —
Bulandshahr	10 13	10 13	17 —	17 —	3 —	4 —	6 —	7 —	12 —	...	...	...
Jamoujane, east—												
Baitha	9 8	9 8	16 —	15 —	5 8	5 —	8 4	7 12	...	12 —	11 12	...
Azamgarh	10 12	10 8	17 8	17 8	6 4	6 4	9 3	9 2	14 —	14 —	16 8	16 8
Gorakhpur	10 6	10 6	15 5	16 11	7 6	8 —	9 7	10 6	...	...	...	...
Basti	10 8	10 8	17 —	17 —	7 —	5 12	10 8	10 8	16 —	15 —	15 —	15 —

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2103

state the number of seers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR BAGI (<i>Eleusine coracana</i>)	KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)	GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer aristatum</i>)		MAIZE (<i>Zea Mays</i>)		ANHAR DAL		SALT		DISTRICTS	
		Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month		
...	10 —	11 —	...	...	5 8	5 8	Bengal—	
...	12 —	12 —	...	...	9 —	9 —	Dallia —	
...	10 8	11 8	...	...	8 —	8 —	Khulna	
...	9 8	9 8	...	...	8 —	8 —	24-Parganas	
...	...	10 —	10 —	11 —	11 —	13 —	13 —	8 10	8 8	Midnapur	
...	10 —	10 —	...	...	8 —	8 —	Howrah	
...	13 —	13 —	...	...	8 —	8 —	Calcutta	
...	11 4	10 —	...	...	11 4	11 4	Hoochiby	
...	10 4	10 4	...	...	9 —	9 —	Nadia (Krishnagar)	
...	11 8	12 —	...	...	9 —	9 —	Jessore	
...	11 4	11 4	...	...	7 8	6 12	Central —	
...	15 8	14 —	...	...	13 12	10 —	Bankura	
...	11 4	11 —	36 —	14 —	9 —	9 —	Barddwan	
...	10 —	10 —	...	...	8 —	8 —	Birbhum	
...	11 —	11 —	...	...	8 —	8 —	Marsidabab	
...	11 8	11 8	...	...	9 —	9 —	Santal Parganas	
11 4	11 4	...	...	9 —	9 —	16 —	13 —	5 8	5 8	Hills —
...	10 13	10 8	...	...	7 14	8 8	Darjeeling	
...	11 13	9 8	...	...	11 13	10 8	Orissa —	
...	10 8	10 8	...	...	10 8	10 8	Puri	
...	11 8	11 8	...	...	13 12	10 —	Cuttack	
...	11 8	11 8	...	...	9 —	9 —	Balasore	
...	11 8	11 8	...	...	7 —	7 —	Sambalpur	
...	10 —	10 —	...	...	8 —	8 —	Chota Nagpur —	
...	11 —	11 —	22 —	...	8 8	8 8	Singhbhum	
23 —	35 —	...	...	11 8	10 4	20 —	12 —	6 12	6 4	Mānoanum
...	12 6	11 13	...	...	10 2	9 —	Rānchi	
22 —	20 —	12 —	11 —	14 —	13 —	8 —	19 2	18 9	Palāman
...	14 11	14 2	18 14	15 4	10 —	7 —	Hazāribāgh	
15 2	15 10	13 5	15 6	13 3	13 1	15 2	13 13	10 7	9 7	Bihār, south —	
...	...	14 —	14 4	13 12	13 —	19 —	13 —	11 8	11 8	Monghyr	
...	15 —	14 —	...	...	11 —	11 —	Gaya	
...	12 8	9 —	20 —	16 —	8 —	18 —	Patna	
...	13 14	13 2	20 4	15 4	9 10	8 14	Shahabad	
24 3	14 4	...	...	12 1	12 1	19 12	13 3	8 12	8 12	Bihār, north —
15 —	16 —	...	...	13 —	13 —	19 —	13 8	10 —	10 —	Purnea
17 —	16 —	10 —	...	14 —	14 —	21 —	15 —	12 —	12 —	Bhagalpur	
21 —	20 —	...	...	15 —	14 —	19 8	15 8	10 8	12 4	Darbhanga
...	12 8	9 —	16 —	13 8	10 —	10 —	Muzaffarpur	
...	...	17 14	17 14	12 7	12 7	...	...	10 —	10 —	Sāran
...	13 5	13 5	...	...	10 13	10 13	Champaran	
...	12 2	12 13	...	...	10 14	10 6	United Provinces:	
...	13 4	13 4	...	...	12 15	12 15	(a) Agra —	
...	12 8	9 —	20 —	16 —	10 —	10 —	Eastern —	
...	...	17 14	17 14	13 2	12 7	20 4	15 4	9 10	8 14	Mirzapur	
...	13 4	13 5	19 12	13 3	8 12	8 12	Benares	
...	12 2	12 13	19 —	13 8	10 —	10 —	Ghasipur	
...	13 4	13 4	19 —	13 8	11 —	11 —	Jāunpur	
...	12 8	9 —	21 —	15 —	11 —	11 —	Allāndād	
20 —	20 —	...	...	14 6	14 2	...	...	10 6	10 2	Centra.—
...	...	16 —	16 —	13 4	13 4	...	...	11 —	10 8	Banda
...	14 —	13 12	16 —	...	9 —	9 —	Fatehpur	
...	13 —	12 —	...	...	18 —	18 —	Hāmīrpur	
...	13 —	12 —	...	...	9 —	9 —	Jalānn	
12 8	...	19 —	19 —	13 12	13 8	22 —	22 —	11 8	11 8	Cawnpore	
...	...	17 —	16 —	13 4	13 —	15 —	14 12	7 8	6 12	Jhānsi	
30 —	11 12	11 8	18 8	17 4	11 8	10 8	Āīwāh	
...	14 —	13 —	17 —	17 12	9 —	9 12	Farukhnābād	
...	13 —	13 —	25 —	...	11 —	11 —	Mānpur	
...	15 —	14 —	23 —	22 —	10 8	10 8	Ētāh	
...	15 —	14 —	17 —	13 8	10 —	10 —	Western —	
...	17 8	17 —	18 —	...	10 —	10 —	Meerut	
...	...	8 —	8 —	17 —	17 —	23 —	22 —	13 —	13 —	Agra	
...	13 8	14 11	19 —	16 —	12 8	12 8	Mūttra	
...	14 4	14 —	17 8	17 8	11 8	11 8	Aīhgār	
23 8	17 2	16 —	16 —	12 8	12 8	19 —	19 —	11 8	11 8	Bulāndshāhār	
18 —	18 —	12 —	15 —	12 8	12 8	15 —	15 8	10 —	10 —	Sūmāntānā, east —	
...	16 —	16 —	17 8	17 8	12 —	12 —	Bāilā	
...	...	18 8	13 8	12 1	13 2	18 —	16 4	10 —	10 —	Āzāngār	
...	...	18 —	12 —	15 —	12 8	12 8	15 —	15 8	10 —	10 —	Gorakhpur
...	...	17 2	18 8	13 8	12 1	13 2	18 —	16 4	10 —	10 —	Bāsī

RETAIL PRICES FOR THE FIRST HALF OF SEPTEMBER 1909—continued [The flours]

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon</i> <i>sorghum</i>)		BAJRA OR GUMBU (<i>Pennisetum</i> <i>typhoideum</i>)	
	Half-month of report	Pre- vious month	Half-month of report	Pre- vious month	Best sort		Common		Half-month of report	Pre- vious month	Half-month of report	Pre- vious month
					Half-month of report	Pre- vious month	Half-month of report	Pre- vious month				
United Provinces— continued												
(a) Agra— <i>continued</i>												
Submontane, west—												
Shahjahanpur . . .	9 14	9 14	16 —	16 —	6 8	6 8	9 —	9 —	14 —	13 —	13 —	13 —
Budaun . . .	9 10	9 6	15 4	15 4	4 —	4 —	6 12	6 8	14 8	13 8	13 —	12 8
Pilibhit . . .	1 —	10 11	18 14	18 14	5 3	5 3	11 11	10 6	...	...	...	...
Bareli . . .	10 —	9 6	15 8	15 —	3 4	3 4	8 8	8 4	16 4	14 4	15 4	14 4
Moradabad . . .	20 8	10 4	17 4	17 4	3 4	3 2	6 4	6 4	15 —	15 —	13 4	13 4
Bijnor . . .	11 4	11 —	18 8	18 —	3 8	3 8	8 8	8 8	...	...	15 6	15 6
Muzaffarnagar . . .	11 —	10 12	20 14	18 11	7 2	6 10	8 4	7 11	...	...	14 14	14 14
Saharanpur . . .	11 2	10 2	20 3	17 8	4 12	3 12	9 —	7 7	14 14	14 14	14 14	13 13
Dehra-Dun . . .	10 —	9 —	16 —	15 —	3 —	3 —	8 —	8 —	14 —	14 —	13 —	13 —
Hills—												
Naini Tal . . .	7 8	8 —	12 —	11 —	3 —	3 —	7 8	7 8	...	...	10 —	9 —
Almora . . .	8 8	8 4	14 4	13 —	3 8	3 8	7 8	7 —	...	...	...	...
Ganewal . . .	8 —	8 —	10 —	10 —	5 —	5 —	7 —	7 —	...	...	...	...
(b) OUDH—												
Southern—												
Partabgarh . . .	10 —	10 —	17 —	16 8	5 —	5 —	12 —	10 —	...	...	...	14 8
Sultanpur . . .	10 8	10 8	19 —	17 8	9 —	9 —	12 8	9 8	...	...	...	...
Rae-Bareli . . .	10 4	10 —	16 —	16 —	4 —	4 —	9 —	9 —	15 —	14 —	15 —	16 —
Unao . . .	9 2	9 2	14 2	13 8	4 —	4 —	9 —	9 —	...	...	...	...
Lucknow . . .	9 8	9 4	16 8	16 8	4 —	4 —	9 4	9 —	14 —	13 —	15 —	14 8
Harnoi . . .	10 —	10 —	16 12	16 8	4 —	4 —	9 8	9 8	14 —	14 —	...	14 —
Northern—												
Fyzabad . . .	9 12	9 12	16 12	16 12	...	...	8 4	8 4	14 8	14 8	15 —	15 —
Barabanki . . .	9 8	9 8	15 —	15 —	7 —	7 —	9 8	9 8	12 8	12 8	14 —	14 —
Gonda . . .	9 14	9 14	16 8	16 8	6 10	6 10	8 2	8 2	14 4	13 4	12 12	12 4
Bakraish . . .	10 8	10 8	20 —	21 —	5 —	5 —	8 4	8 4	21 —	17 —	15 —	16 8
Sitsapur . . .	10 —	10 —	18 8	18 —	4 —	4 —	9 —	9 —	13 —	16 —	15 8	15 8
Kheri . . .	9 8	9 8	16 —	17 —	4 —	4 —	11 —	8 8	18 —	16 —	19 8	16 —
Rajputana—												
Eastern—												
Partabgarh . . .	10 6	10 6	17 —	17 —	5 —	5 —	6 8	6 8	16 6	16 6	...	...
Banswara . . .	11 8	11 —	16 —	16 —	4 —	4 —	7 4	7 2	...	...	...	...
Mewar (Udaipur) . . .	13 8	13 15	22 15	22 15	5 12	5 12	6 9	6 9	16 6	15 15	9 13	9 13
Hilly Tracts of Mewar (Udangarur) . . .	13 8	13 8	19 —	19 —	7 8	7 —	8 —	8 —	...	...	...	...
Ajmer . . .	10 12	10 —	17 6	16 8	6 —	6 —	7 1	7 1	14 4	13 12	14 4	13 9
Kishangarh . . .	10 —	9 4	18 8	16 —	4 —	4 —	7 —	7 —	18 —	17 —	14 8	14 —
Bundi . . .	13 4	13 12	24 —	20 —	6 5	6 6	7 9	7 11	20 4	18 4	12 10	12 13
Kotah . . .	11 6	10 10	15 12	15 —	7 —	7 —	7 8	7 8	15 —	13 12	11 —	11 —
Jhalawar . . .	10 9	9 12	16 —	15 —	5 12	8 14	8 14	8 14	14 4	13 5	11 5	11 —
Ionk . . .	8 6	8 6	15 14	14 8	3 7	3 7	4 10	4 10	16 3	14 12	...	...
Jaipur . . .	11 10	11 9	18 10	17 8	5 6	5 6	5 15	5 15	18 10	15 2	16 3	14 9
Karauli . . .	12 3	11 4	20 —	18 2	7 8	7 8	10 —	8 12	18 12	15 5	16 14	15 5
Dholpur . . .	10 11 12	10 24	16 12 12	14 10	5 4	5 4	5 12	5 12	14 7 12	13 4	14 8	12 9
Bharatpur . . .	11 2	10 8	18 8	17 —	4 7	4 5	4 14	4 13 12	12 12	12 12	14 4	14 4
Alwar . . .	11 8	10 14	19 10	17 7	5 1	5 1	6 —	6 1	17 8	15 6	18 —	15 6
Deoli . . .	10 5	11 2	22 4	18 4	5 —	5 —	7 —	7 —	16 —	16 —	12 —	12 —
Nasirabad . . .	10 8	9 12	...	...	6 8	6 8	7 —	7 —	16 —	16 —	13 —	13 —
Shapura (a) . . .	9 8	9 8	17 12	17 12	5 8	5 8	7 4	7 8	14 —	14 —	13 —	13 —
Western—												
Bikaner . . .	7 12	...	15 —	...	4 8	...	6 8	...	18 —	...	14 11	...
Jaisalmer . . .	9 14	9 4	...	...	5 3	5 2	7 4	7 3	15 10	15 15	13 9	13 6
Jodhpur . . .	70 5	10 1	{ and 18 7	17 4	5 3	5 3	6 8	6 8	15 10	15 10	{ and 14 5	{ and 13 —
Balmer . . .	11 6	11 1	{ and 18 7	17 4	5 3	5 3	6 8	6 8	15 10	15 10	{ and 15 8	{ and 14 12
Empura . . .	11 3	11 3	...	...	4 8	4 8	9 14	9 14	...	...	14 —	14 —
Sirehi . . .	10 12	10 8	19 8	18 4	6 —	6 —	8 —	8 —	16 —	16 —	14 —	14 —
Anādra . . .	12 4	11 —	{ and 24 —	18 —	4 —	4 —	6 —	6 —	15 —	15 —	16 —	13 —
Abu . . .	11 —	11 —	{ and 13 4	...	5 —	5 —	6 4	6 4	...	...	...	...
Central India—												
Indore . . .	8 8	8 8	13 —	13 —	4 4	4 —	6 —	5 —	19 —	17 —	13 8	13 —
Nimach . . .	11 8	10 8	...	...	7 —	7 —	8 —	8 —	16 —	16 —	12 —	12 —
Gwalior (a) . . .	...	8 6	...	...	{ to 5 8	...	6 4	6 4	...	...	...	...
Punjab—												
Southern—												
Bassar . . .	9 4	9 —	18 8	16 —	...	...	6 —	6 —	23 —	17 8	18 8	17 —
Ferozpur . . .	10 12	11 —	18 —	17 —	...	...	6 8	6 12	17 —	15 —	15 —	14 8
Central—												
Lahore . . .	10 8	9 14	17 4	17 2	...	...	6 4	6 8	18 4	17 12	18 —	18 —
Gujratwala . . .	11 3	11 —	20 —	20 —	...	...	7 8	7 8	...	...	...	...
Gujrat . . .	11 8	11 —	18 8	18 —	...	...	8 —	8 —	15 —	12 —	13 —	12 —
Jhelum . . .	11 4	10 8	16 8	16 —	...	...	8 —	7 8	16 —	13 —	14 —	14 —

(a) Not reported yet

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

214

state the number of men (of 80 today), and contractors sent for one rupee]

Districts													
MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Bsetaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR DAL		SALT			
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month		
...	...	20 —	20 —	12 —	11 8	22 —	20 —	10 8	10 8	20 —	19 —	United Provinces—continued	
...	...	14 4	13 —	12 6	12 —	15 10	14 4	11 —	11 —	20 —	20 —	(a) AGRA—continued	
...	...	...	...	14 4	14 4	...	...	11 5	11 5	20 12	20 12	Submontane, west—Shahjahanpur
...	...	20 —	...	13 —	12 9	19 —	16 4	10 4	10 4	20 —	20 —	Budana	
...	...	...	...	14 8	13 12	15 4	15 4	11 4	10 12	19 8	19 —	Pilibhit
...	...	...	...	13 8	13 10	11 8	...	11 4	6 10	6 10	19 14	Moradabad
21 4	15 15	21 4	15 15	14 5	14 5	...	...	7 7	6 15	21 4	18 11	Bijnor
14 —	12 —	...	...	14 6	12 12	18 1	15 15	10 —	9 —	16 —	18 —	Mauharanagar
...	...	...	...	13 8	12 —	20 —	13 —	10 —	9 —	9 —	9 —	Saharanpur
11 —	11 —	...	...	9 —	9 —	10 —	10 —	8 —	7 —	12 —	12 —	Dehra Dun
15 —	15 —	16 —	16 —	10 —	9 4	...	...	7 —	7 —	12 —	12 —	Hills—Nainital
				6 —	6 —	...	...	5 —	5 —	9 —	9 —	Almora
20 —	20 —	...	...	13 —	12 8	20 —	...	10 —	10 4	22 —	22 —	Garuwal
24 —	24 —	16 —	16 —	12 —	12 —	...	...	11 —	11 —	22 —	22 —	(b) OUDH—Southern—Partabgarh
...	...	...	...	12 —	11 8	14 —	14 —	9 8	9 8	20 —	20 —	Sultapur
18 —	18 —	18 —	19 —	12 4	12 2	...	...	10 —	10 —	20 —	20 —	Bao-Bareli
...	...	18 —	20 —	12 8	12 4	20 —	15 —	10 8	10 —	19 —	19 —	Una	
...	...	15 8	15 8	11 12	11 12	20 —	18 8	10 —	9 8	20 —	20 —	Lucknow	
...	...	...	...	11 12	11 12	19 —	16 —	10 —	10 —	20 —	20 —	Hardoi
18 —	18 —	18 —	18 —	12 14	12 14	17 8	15 12	10 10	10 10	18 6	18 2	Northern—Fyzabad	
...	...	16 —	16 —	12 —	12 —	20 —	17 8	12 4	12 4	18 8	18 8	Barabanki	
18 —	16 —	26 —	26 —	12 8	12 8	22 —	18 —	12 —	12 —	20 —	20 —	Gonda	
24 —	18 —	18 —	18 —	11 —	11 12	25 —	17 4	10 8	10 8	20 —	20 —	Bahraich	
...	...	...	...	14 14	15 —	16 12	16 12	8 8	8 8	17 —	17 —	Sitapur
...	...	7 12	7 12	17 8	17 —	21 —	20 —	6 —	6 —	15 —	15 —	Kuori	
15 —	15 4	...	...	14 14	15 —	16 12	16 12	8 8	8 8	17 —	17 —	Rajputana—Gaudara—Pethawarach
...	...	4 12	4 12	15 8	15 8	14 5	15 8	...	...	15 —	15 —	Mewar (Jasipur)
...	...	...	...	15 2	14 12	13 8	12 12	...	...	23 —	23 —	Hilly Tracts of Mewar—Jasawar
...	...	...	...	16 —	15 —	14 8	15 —	...	...	24 —	24 —	Ajmer
...	...	...	...	20 14	21 4	...	...	...	...	20 4	20 3	Kisanagarc
...	...	...	...	15 14	15 4	14 8	14 4	7 —	7 —	19 —	19 —	Bundi
...	...	...	...	15 9	14 —	15 —	14 5	6 2	6 2	17 —	17 —	Kotan
...	...	...	...	14 9	13 11	...	...	...	...	20 4	20 4	Jasawar
...	...	11 5	11 5	15 15	14 9	...	...	...	...	...	...	Tonk
...	...	...	...	16 3	15 2	16 3	15 2	18 5	17 12	25 14	25 14	Jaipur
...	...	12 —	9 —	14 6	13 12	22 8	...	...	13 2	20 —	20 —	Karanli
...	...	7 12	7 12	15 7	13 15	...	...	10 15	10 8	22 —	22 —	Dhoipur
...	...	14 —	14 —	17 —	15 10	15 —	15 —	7 12	7 12	22 8	22 —	Bharatpur	
...	...	...	...	16 10	15 —	15 —	13 14	13 6	18 —	25 —	25 —	Alwar
...	...	...	...	16 8	15 4	14 —	14 —	6 5	6 8	21 8	21 8	Deoli
...	...	...	...	17 —	16 8	...	...	8 —	8 —	25 —	25 —	Nasirabad
...	...	...	...	17 15	16 13	16 1	13 —	...	...	21 —	21 —	Shanpara
...	...	...	...	14 9	13 6	...	...	...	7 —	...	22 —	Western—Bikaner
...	...	...	...	17 —	16 13	...	...	6 10	6 10	16 8	16 8	Jaisalmer
...	...	...	...	13 5	13 5	...	...	...	...	16 —	16 —	Jodhpur
...	...	...	...	16 8	16 8	...	...	...	...	22 4	22 —	Balmer
...	...	16 —	16 —	11 —	13 —	11 —	10 —	8 —	10 —	22 —	19 —	Eriapura	
...	...	...	...	14 2	14 —	12 —	12 —	...	...	20 —	20 —	Sirohi
...	...	...	...	13 12	13 —	11 11	11 3	6 7	6 7	20 —	20 —	Anadra
...	...	...	...	13 —	12 8	21 —	18 —	8 —	7 —	20 —	20 —	Abu
...	...	...	...	13 —	13 —	...	...	8 —	8 —	22 —	22 —	Central India—Indore
...	...	...	...	10 —	13 2	...	...	...	10 4	...	20 —	Nimnaon
...	...	...	...	17 12	16 8	...	...	...	...	...	...	Gwalior
...	...	15 —	15 —	16 8	15 —	15 —	13 —	...	...	21 —	21 —	Panjap—Southern—Hissar
...	...	14 —	13 —	16 4	15 4	14 —	12 —	8 10	8 12	23 —	23 —	Ferozpur	
...	...	...	...	16 8	16 —	...	...	...	...	26 —	26 —	Central—Lahore
...	...	...	...	15 —	14 8	16 —	12 —	...	...	26 —	26 —	Gujranwala
...	...	...	...	16 —	14 12	13 —	13 —	7 —	7 —	28 —	28 —	Gujrat
...	...	...	...	...	...	...	...	...	...	23 —	23 —	Jhamam

RETAIL PRICES FOR THE FIRST HALF OF SEPTEMBER 1909—continued [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (Andropogon sorghum)		BAJRA OR GUMBU (Pennisetum typhoideum)		
					Best sort		Common						
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month							
Panjab—continued													
South-eastern—													
Gurgaon . . .	10 12	10 12	18 8	17 8	...	...	7 12	7 12	17 —	15 —	17 —	15 —
Delhi . . .	10 4	9 12	16 —	15 —	...	...	7 —	7 —	16 —	16 —	13 8	14 8
Rohilkund . . .	10 8	10 —	16 —	16 —	...	...	6 —	6 —	22 8	20 —	18 —	16 —
Karnal . . .	11 —	10 —	20 —	17 —	...	...	7 —	7 —	14 —	14 —	14 —	14 —
Submontane—													
Ambala . . .	11 2	10 7	16 8	15 12	...	...	8 8	8 2	24 —	23 4	15 8	14 12
Ludhiana . . .	11 —	11 —	18 8	18 8	...	...	8 —	8 —	17 8	17 —	16 —	15 —
Jalandhar . . .	11 —	11 —	18 —	18 —	...	...	6 —	6 —	17 —	16 —	14 —	14 —
Boshiarpur . . .	11 8	11 —	16 —	16 —	...	...	7 —	7 —	17 —	16 —	14 —	13 8
Gurdaspur . . .	11 8	11 —	16 —	16 —	...	...	8 —	8 —	12 8	12 8	18 8	13 8
Amritsar . . .	11 —	11 —	18 8	18 8	...	...	7 4	7 4	19 8	18 8	14 8	13 8
Sialkot . . .	11 —	10 12	17 —	16 8	...	...	8 —	7 8	16 —	12 —	14 —	12 —
Hills—													
Simla . . .	9 10	9 8	13 2	13 —	...	...	7 4	7 4	14 —	15 —	13 —	13 —
Kangra . . .	12 —	11 —	20 —	20 —	...	...	8 —	7 —	...	...	...	...
Northern—													
Rawalpindi . . .	11 —	10 8	16 4	16 —	...	...	6 12	6 12	15 —	14 4	13 12	13 12
Attock . . .	11 2	11 —	17 —	16 8	...	...	6 —	6 —	14 —	12 —	15 —	14 —
Western—													
Shahpur . . .	11 8	10 8	17 —	16 —	...	...	6 —	6 —	13 —	11 —	14 —	13 —
Jhang . . .	10 12	10 4	20 —	17 —	...	...	6 12	6 8	20 —	15 —	16 —	12 8
Layallpur . . .	10 10	10 12	16 —	15 —	...	...	5 4	6 4	15 —	13 12	13 4	13 4
Multan . . .	9 4	9 4	17 12	16 8	...	...	7 12	7 12	16 —	16 8	14 4	13 4
Montgomery . . .	10 6	10 6	16 —	16 —	...	...	7 4	7 4	...	...	...	...
Musaffargarh . . .	10 8	10 4	14 8	14 8	...	...	8 —	7 —	14 8	11 12	13 —	13 —
Dera Ghazi Khan . . .	10 —	11 8	14 8	14 8	...	...	8 4	9 12	14 4	14 4	13 —	13 —
W.W. Frontier Province—													
Hazara . . .	11 4	10 4	21 4	19 8	3 3	3 3	6 10	6 11	...	10 13	10 13	10 13	
Peshawar . . .	10 —	10 —	19 —	19 —	4 9	4 9	6 8	6 8	12 —	12 —	13 —	13 —	
Kohat . . .	10 11	10 4	17 10	16 3	4 8	4 8	8 15	8 15	17 15	17 15	16 1	16 1	
Bannu . . .	11 15	11 11	17 18	17 4	3 9	3 12	7 8	7 8	17 8	17 8	13 2	14 1	
Dera Ismail Khan . . .	10 8	10 3	14 14	14 12	3 5	3 5	5 11	5 11	14 8	13 10	14 1	12 12	
Tochi . . .	14 —	14 —	23 —	23 —	...	...	9 8	9 8	...	...	...	...
Kurram . . .	15 —	15 —	21 —	20 —	10 —	10 —	10 8	10 8	...	...	...	...
Maisakhand . . .	10 8	10 12	19 —	18 —	4 —	4 —	5 —	5 —	...	...	...	...
Wano . . .	8 12	8 11	9 10	9 10	2 15	2 15	...	...	...	...	...	...
Sind and Baluchistan—													
Karachi . . .	8 8	8 —	...	...	6 —	6 —	8 —	8 —	14 —	12 8	13 —	11 8
Hyderabad . . .	8 4	8 —	...	...	8 —	8 8	9 —	9 —	13 —	13 —	13 —	13 —
Thar and Párkar (Umárikot) . . .	9 —	9 —	...	...	11 —	10 8	12 8	12 —	...	16 —	14 8	14 8
Shikarpur . . .	9 8	9 8	...	...	6 8	6 8	7 8	7 8	14 —	13 8	15 —	14 8
Upper Sind Frontier . . .	9 —	8 8	...	...	6 —	6 —	7 —	7 —	14 8	13 8	16 —	14 8
Quetta . . .	8 11	8 14	{ to	{ 10 15	10 14	3 —	3 —	6 6	6 6	11 4	11 1	11 4	11 1
Bombay—													
Konkan—													
Karwar . . .	6 13	6 13	...	...	6 8	6 8	10 —	10 8	10 9	10 2	9 12	9 12
Batnagiri . . .	6 1	6 1	...	...	7 4	7 4	10 —	10 —	9 2	9 2	9 15	9 15
Alibag . . .	5 12	5 12	...	...	7 3	7 3	8 2	8 2	...	9 11	9 11	9 11
Bombay . . .	6 8	6 8	...	...	6 6	6 6	8 7	8 7	11 —	11 —	10 10	10 10
Tanna . . .	7 5	7 5	...	...	7 6	7 6	8 5	8 5	...	11 14	10 8	10 8
Deccan and Karnatak—													
Dharwar . . .	8 8	8 8	...	...	6 12	8 12	9 4	9 4	14 6	12 10	12 14	11 15
Beigum . . .	8 9	8 1	...	...	8 8	7 15	9 —	8 8	14 8	13 8	12 6	11 14
Batara . . .	9 3	9 3	...	...	6 10	6 10	7 13	7 13	14 13	14 2	14 15	14 4
Sholapur . . .	8 15	8 15	...	...	6 15	6 15	8 8	8 8	17 9	17 9	16 10	16 10
Bijapur . . .	9 5	8 14	...	...	8 6	8 6	8 15	8 15	19 4	15 12	18 4	15 3
Foona . . .	8 2	8 2	...	...	7 10	7 10	8 5	8 5	14 6	14 6	13 3	12 —
Khandesh and N.E.—													
Deccan—													
Ahmadnagar . . .	9 9	8 13	...	...	7 6	7 6	8 2	8 2	19 4	16 8	16 13	15 6
Nasik . . .	8 13	8 8	...	...	6 12	6 12	7 7	7 7	...	14 10	14 10	13 14
Dhuli . . .	7 7	7 7	...	...	6 6	6 6	7 8	7 8	15 3	14 5	14 8	13 9
Jaigaon . . .	8 2	7 4	...	...	6 8	5 5	7 5	6 4	18 4	14 10	18 8	14 6
Gujarat—													
Burat . . .	7 6	6 15	...	...	6 4	6 4	7 3	7 3	12 4	11 9	12 4	11 9
Browch . . .	7 —	7 —	...	...	6 —	6 —	9 8	9 8	11 8	11 8	11 —	11 —
Kaira . . .	8 8	8 8	...	...	7 —	7 —	8 8	8 8	10 —	10 —	10 8	10 8
Baroda . . .	7 8	7 8	...	...	6 8	6 8	7 —	7 —	18 —	11 —	11 —	10 —
Ahmadabad . . .	9 —	8 8	...	...	8 —	8 —	9 —	9 —	18 —	12 8	12 —	11 8
Govara . . .	7 8	7 —	...	...	6 2	6 8	8 —	8 —	...	11 8	11 8	11 —
Lia . . .	9 8	9 12	...	...	6 8	6 8	7 —	7 —	9 —	9 —	11 —	10 8
Kathiwār—													
Rajkot . . .	10 —	9 8	...	...	6 —	5 8	7 —	6 8	14 —	13 —	12 8	11 8
Central Provinces—													
Narmar . . .	9 8	8 6	...	...	4 11	4 6	8 12	8 4	18 14	15 9	...	...
hosnangabad . . .	9 —	9 —	...	...	4 12	4 12	8 —	8 —	17 —	13 13	...	...
Betu . . .	9 1	9 1	...	...	...	...	7 15	7 5	15 10	13 —	...	...
Chhindwara . . .	9 6	9 6	...	...	6 2	6 2	8 6	8 6	10 14	10 14	...	...
Nagpur . . .	9 9	9 9	...	...	5 14	6 8	10 6	10 6	13 3	12 10	...	...
Wardha . . .	9 4	9 4	...	...	5 2	5 2	10 3	9 9	13 3	12 10	...	...

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2107

state the number of seers (of 80 tolas) and chittacks sold for one rupee]

MARUA OR BAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Sataria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer aristatum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR DAL		SALT		DISTRICTS
Half-month of report	Pre- vious half month	Half-month of report	Pre- vious half month	Half-month of report	Pre- vious half month	Half-month of report	Pre- vious half month	Half-month of report	Pre- vious half month	Half-month of report	Pre- vious half month	
...	15 4	14 6	16 —	15 —	9 —	9 —	20 —	20 —	Panjab—continued
...	13 8	13 8	15 8	15 —	7 —	7 —	21 —	21 —	South-eastern—
...	16 8	15 8	15 —	...	6 —	6 —	21 —	21 —	Gurgaon
...	14 —	15 —	25 —	16 —	8 —	8 —	20 —	20 —	Delhi
...	...	11 —	11 —	14 4	13 8	17 8	15 12	7 —	6 8	27 —	27 —	Rohtak
...	18 8	18 —	15 12	15 12	14 8	17 —	16 8	7 8	5 8	26 12	26 12	Karnal
...	7 —	7 —	14 8	14 —	14 —	16 8	16 —	...	...	24 —	24 —	Submontane—
...	12 8	12 8	16 —	15 12	14 —	12 —	13 8	...	...	24 —	24 —	Ambala
...	15 8	13 8	14 —	14 —	11 8	...	...	27 8	27 8	Ludhiana
...	12 —	12 —	12 8	12 8	7 12	7 12	27 8	28 —	Jalandhar
...	12 —	11 10	12 —	14 —	7 —	7 4	18 12	18 11	Hoshiarpur
...	...	12 12	12 12	14 4	15 8	17 —	13 4	7 12	8 4	26 —	26 —	Gurdaspur
...	15 4	15 —	15 —	13 —	7 —	7 —	25 —	25 —	Auritsar
15 —	15 —	16 —	16 —	16 —	15 —	18 —	11 —	7 —	6 —	23 —	23 —	Siakot
...	...	14 4	14 4	15 4	14 12	14 4	13 12	...	...	25 —	25 —	Hilla—
...	...	12 —	12 —	15 10	15 8	...	...	7 —	7 —	23 —	22 —	Simla
...	12 8	13 12	13 12	10 —	10 —	7 —	22 —	22 —	Kangra
...	...	12 8	12 —	12 8	12 8	...	...	6 4	6 4	25 —	25 —	Rawalpindi
...	...	15 —	15 —	12 —	11 15	16 8	14 8	...	...	19 8	19 —	Attock
...	13 —	13 —	15 —	15 —	11 —	10 —	25 —	25 —	Western—
...	14 6	13 3	16 1	14 10	9 —	9 —	20 —	19 —	Shahpur
...	13 v	13 4	15 12	16 9	...	...	25 —	25 —	Jhang
...	8 8	8 8	18 —	18 —	6 —	6 —	23 —	22 —	Layallpur
...	11 —	12 —	18 —	18 —	6 —	6 —	20 —	20 —	Multan
...	16 —	16 —	...	...	17 —	17 —	Montgomery
...	9 10	9 10	9 10	...	...	20 —	20 —	Muzaffargarh
...	12 —	11 —	11 —	11 —	7 —	7 8	26 —	26 —	Dera Ghazi Khan
...	...	15 —	15 —	13 —	13 —	15 —	15 —	11 —	10 —	25 —	25 —	N.W. Frontier Province—
...	14 6	13 3	16 1	14 10	...	...	25 8	25 8	Hazara
...	13 v	13 4	15 12	16 9	...	...	29 6	29 6	Peshawar
...	8 8	8 8	18 —	18 —	6 —	6 —	27 2	27 2	Kohat
...	11 —	12 —	18 —	18 —	6 —	6 —	20 —	20 —	Bannu
...	16 —	16 —	...	...	17 —	17 —	Dera Ismael Khan
...	9 10	9 10	9 10	...	...	20 —	20 —	Tochi
...	12 —	11 —	11 —	11 —	7 —	7 —	14 —	14 —	Kurram
...	10 8	10 8	7 10	7 10	6 —	6 —	15 —	15 —	Malakand
...	11 8	11 8	...	...	7 —	7 8	26 —	26 —	Wano
...	12 —	11 —	11 —	11 —	7 —	7 8	24 —	24 —	Sind and Baluchistan—
...	11 8	11 8	...	...	10 —	10 —	24 —	24 —	Karachi
...	8 —	8 —	...	...	6 8	6 8	26 —	26 —	Hyderabad
...	13 —	13 —	...	...	8 —	8 —	22 —	22 —	Thar and Párkar (Umarkot)
...	13 —	12	...	...	7 —	7 —	14 —	14 —	Shikarpur
...	10 8	10 8	7 10	7 10	6 —	6 —	15 —	15 —	Upper Sind Frontier
...	8 7	8 7	8 7	8 7	7 2	7 2	19 3	19 3	Quetta
11 9	11 9	...	...	9 8	9 —	...	...	7 2	7 2	19 3	19 3	Bombay—
11 3	11 3	...	...	8 4	8 15	...	...	6 12	6 12	20 13	20 13	Konkan—
9 —	9 —	...	...	9 5	9 5	...	...	7 —	7 —	23 12	23 12	Karwar
10 14	10 14	...	...	9 6	9 6	...	...	7 10	7 10	15 12	15 12	Ratnagiri
...	8 14	8 14	...	...	7 5	7 5	24 8	24 8	Alibág
12 10	12 10	...	...	8 7	8 7	...	...	7 2	7 2	19 3	19 3	Bombay
...	10 6	10 6	...	...	7 8	7 4	19 —	19 —	Tanna
...	10 —	10 —	...	...	8 14	8 14	20 3	20 3	Deccan and Karádat—
...	11 4	11 4	...	...	8 10	8 10	17 4	17 4	Dharwar
...	10 14	10 14	...	...	8 12	8 12	22 1	22 1	Belgaum
...	10 15	10 15	...	...	7 8	7 8	22 —	22 —	Satara
...	7 11	7 11	17 3	17 3	Sholapur
15 7	15 7	...	...	11 5	10 9	...	...	8 14	8 14	23 10	23 10	Bijapur
...	10 9	10 9	...	...	7 7	7 7	20 2	20 2	Poona
...	11 7	10 9	...	...	9 2	8 11	17 2	17 2	Khandesh and N.H.
...	12 11	10 14	...	...	8 11	17 2	17 —	17 —	Deccan—
...	9 11	9 4	...	...	7 13	7 6	26 6	26 6	Ahmadnagar
12 8	12 8	...	...	9 —	9 —	...	...	8 —	8 —	24 9	24 9	Násik
13 —	12 —	...	...	10 12	10 12	...	...	8 —	8 —	26 8	26 8	Dhánliá
...	10 —	9 —	...	...	8 —	8 —	26 8	26 8	Jalgaon
14 —	14 —	...	...	14 —	14 —	...	...	10 —	9 —	21 —	21 —	Gujarat—
...	12 —	12 —	...	...	8 —	8 —	25 —	25 —	Surat
...	15 —	15 —	...	...	6 8	6 8	25 —	25 —	Broach
...	12 8	11 8	...	...	7 —	6 8	120 —	100 —	Kaira
...	12 —	12 —	...	...	6 8	6 8	100 —	100 —	Baroda
...	13 8	12 15	...	...	8 8	8 8	16 —	16 —	Ahmadabad
...	10 8	10 8	...	...	9 —	9 —	18 —	18 —	Godhra
...	11 11	11 11	...	...	7 —	7 —	12 11	12 11	Disa
...	11 14	11 14	...	...	7 2	7 2	14 3	14 3	Kathiarwar—
...	10 14	10 14	...	...	9 3	9 3	14 3	14 3	Rajkot
...	10 11	10 11	16 —	16 —	Central Provinces—
...	Western—
...	Nimar
...	Hoshangabad
...	Betul
...	Chhindwara
...	Nagpur
...	Wardha

RETAIL PRICES FOR THE FIRST HALF OF SEPTEMBER 1909—concluded [The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoideum</i>)		
	Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month	Best sort		Common		Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month	
					Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month					
Central Provinces— continued													
Central—													
Narsinghpur . . .	8 7	9 —	.. .	.. .	5 8	5 8	8 2	8 2	.. .	14 12	13 11	.. .	.. .
Sangor . . .	10 4	9 11	.. .	.. .	6 —	6 —	8 —	8 —	.. .	14 3	14 3	.. .	.. .
Damoh . . .	11 14	10 6	.. .	.. .	7 12	7 12	8 8	9 7	.. .	.. .	.. .	.. .	.. .
Jubbulpore . . .	9 8	9 8	.. .	.. .	5 8	5 8	9 8	9 8	.. .	.. .	.. .	.. .	.. .
Mandla . . .	9 2	10 —	.. .	.. .	7 2	8 2	9 2	10 2	.. .	.. .	.. .	.. .	.. .
Seoni . . .	10 10	10 10	.. .	.. .	7 8	7 2	10 10	10 —	.. .	.. .	.. .	.. .	.. .
Balaghat . . .	8 14	8 14	.. .	.. .	5 6	5 6	10 6	9 2	.. .	.. .	.. .	.. .	.. .
Bhandara . . .	10 —	8 4	.. .	.. .	5 —	5 —	10 —	9 4	15 8	13 12	.. .	.. .	.. .
Chanda . . .	8 14	8 14	.. .	.. .	8 —	8 —	8 14	8 14	13 5	13 5	.. .	.. .	.. .
Eastern—													
Bilaspur . . .	9 14	9 14	.. .	.. .	8 —	8 —	10 12	10 12	.. .	.. .	.. .	.. .	.. .
Raipur . . .	9 8	9 8	.. .	.. .	7 —	7 —	11 4	11 4	.. .	.. .	.. .	.. .	.. .
Drug . . .	10 10	10 10	.. .	.. .	11 2	11 2	11 14	11 5	.. .	.. .	.. .	.. .	.. .
Bihar—													
Buldana . . .	8 1	8 —	.. .	.. .	6 1	6 5	8 3	8 10	16 —	13 11	.. .	.. .	.. .
Akola . . .	8 6	8 6	.. .	.. .	7 6	7 6	8 5	8 5	14 3	14 3	.. .	.. .	.. .
Amravati . . .	8 6	8 6	.. .	.. .	6 8	6 8	9 4	9 4	13 2	12 3	.. .	.. .	.. .
Yeotmal . . .	9 1	9 10	.. .	.. .	4 6	4 6	9 15	9 15	14 3	14 3	.. .	.. .	.. .
Nizam's Territories													
Secunderabad* . . .	6 13	7 2	9 6	9 11	4 10	4 11	9 15	9 5	13 4	12 13	16 9	15 10	.. .
Madras—													
Malabar Coast—													
Malabar . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 2	8 2	.. .	.. .	.. .	.. .	.. .
S. Canara . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 7	8 7	.. .	.. .	.. .	.. .	.. .
South, central—													
Coimbatore . . .	.. .	.. .	.. .	.. .	.. .	.. .	6 10	6 10	11 6	11 6	10 15	10 15	.. .
Nilgiris . . .	.. .	.. .	.. .	.. .	.. .	.. .	6 10	6 3	11 —	11 —	9 9	9 9	.. .
Salem . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 2	7 9	16 13	14 —	.. .	.. .	.. .
Central—													
Bellary . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 2	7 2	13 8	13 8	.. .	.. .	.. .
Anantapur . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 7	7 7	13 5	13 5	12 11	12 11	.. .
Cuddapah . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 7	7 7	17 11	17 1	.. .	.. .	.. .
Kurnool . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 —	8 —	.. .	.. .	.. .	.. .	.. .
East Coast, north—													
Ganjam . . .	.. .	.. .	.. .	.. .	.. .	.. .	6 12	6 12	.. .	.. .	16 12	14 14	.. .
Vizagapatam . . .	.. .	.. .	.. .	.. .	.. .	.. .	6 12	6 12	.. .	.. .	.. .	.. .	.. .
Godavari(a) . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 10	8 10	.. .	.. .	.. .	.. .	.. .
East Coast, central—													
Kistna . . .	.. .	.. .	.. .	.. .	.. .	.. .	10 4	10 4	11 14	11 15	.. .	.. .	.. .
Guntur . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 *	7 11	13 9	13 9	12 —	12 —	.. .
Neilore . . .	.. .	.. .	.. .	.. .	.. .	.. .	8 13	8 13	14 9	13 8	.. .	.. .	.. .
East Coast, south—													
Madras . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 2	6 14	.. .	.. .	.. .	.. .	.. .
Chingleput . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 5	7 5	.. .	.. .	.. .	.. .	.. .
N. Arcot . . .	.. .	.. .	.. .	.. .	.. .	.. .	9 1	9 1	.. .	.. .	.. .	.. .	.. .
S. Arcot . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 13	7 13	.. .	.. .	11 12	11 10	.. .
Tanjore . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 7	7 7	.. .	.. .	10 4	9 9	.. .
Trichinopoly . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 3	7 7	11 15	12 3	11 5	11 5	.. .
Southern—													
Tinnevelly . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 18	7 13	14 15	13 6	12 5	10 15	.. .
Madura . . .	.. .	.. .	.. .	.. .	.. .	.. .	7 13	7 13	11 12	11 12	10 15	10 15	.. .
Mysore—													
Mysore . . .	6 2	6 2	6 2	6 2	6 4	6 7	8 —	8 8	14 7	12 6	.. .	.. .	.. .
Bangalore . . .	6 —	6 —	6 12	6 12	5 —	4 12	7 —	8 —	.. .	.. .	.. .	.. .	.. .
Kolar . . .	.. .	.. .	6 —	6 —	4 —	4 —	{ 5 8	5 8	.. .	.. .	.. .	.. .	.. .
Tumkur . . .	6 —	6 —	6 —	6 —	5 8	5 8	7 4	7 4	.. .	.. .	.. .	.. .	.. .
Hassan . . .	6 —	6 —	7 —	7 —	6 —	6 —	7 —	7 —	.. .	.. .	.. .	.. .	.. .
Kadur . . .	6 —	6 —	6 8	6 —	6 4	6 8	7 —	7 8	12 —	.. .	.. .	.. .	.. .
Shimoga . . .	6 —	6 —	.. .	.. .	5 8	5 8	8 —	8 —	12 —	12 —	.. .	.. .	.. .
Chitaldrug . . .	5 8	5 8	5 8	5 8	5 8	5 8	7 —	7 —	16 —	14 —	16 —	12 —	.. .
Goorg—													
Goorg . . .	6 4	6 4	6 4	6 4	6 4	6 8	9 —	8 12	.. .	.. .	.. .	.. .	.. .
Aden . . .	6 12	6 12	.. .	.. .	5 10	5 10	7 —	8 —	11 3	11 3	10 11	10 11	.. .

* Including Bolaram.
(a) Not reported yet.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2109

state the number of seers (of 50 tolas) and chittacks sold for one rupee]

MARUA OR RAGI (<i>Eleusis coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Betaria italica</i>)	GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)	MAIZE (<i>Zea Mays</i>)		ARHAR DAL		SALT		DISTRICTS	
Half-month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
..	..	..	..	12 2	12 2	..	..	10 6	10 6	16 —	16 —
..	..	..	..	13 11	13 11	..	..	8 —	8 —	18 5	18 5
..	..	..	..	13 14	13 14	..	..	8 —	8 —	16 —	16 —
..	..	..	..	13 8	13 8	..	..	8 —	8 —	17 —	17 —
..	..	..	..	14 7	15 6	..	..	8 —	8 —	14 —	14 —
..	..	..	..	13 —	12 8	..	..	8 —	8 —	16 —	16 —
..	..	..	..	11 12	10 —	..	..	6 14	6 14	16 8	16 8
..	..	..	..	11 12	11 12	..	..	8 12	8 —	15 —	14 —
..	..	..	..	11 6	10 —	..	..	8 14	8 14	20 —	20 —
..	..	..	..	12 13	11 10	..	..	8 —	8 —	12 13	12 13
..	..	..	..	13 —	13 —	..	..	9 —	9 —	15 8	16 —
..	..	..	..	13 —	13 —	..	..	8 —	8 —	15 4	15 4
..	..	..	..	11 15	11 15	..	..	8 —	8 —	17 —	17 —
..	..	..	..	10 3	10 2	..	..	8 —	8 —	19 —	19 —
..	..	..	..	12 —	12 —	..	..	10 8	10 8	18 —	18 —
..	..	..	..	11 10	11 10	..	..	10 10	10 10	17 —	17 2
16 7	16 —	..	..	9 12	9 6	..	..	12 14	11 10	14 —	14 —
..
..	..	..	..	..	..	..	..	..	..	16 9	16 10
11 13	11 13	..	..	..	..	..	..	..	..	19 3	19 3
12 9	11 13	..	..	..	..	..	..	..	..	17 6	17 6
11 10	11 10	..	..	..	..	..	..	..	..	13 —	13 —
13 14	13 14	..	..	..	..	..	..	..	..	17 11	18 —
14 7	14 7	..	..	..	..	..	..	..	..	..	..
15 9	15 3	..	..	..	..	..	..	..	..	..	..
17 2	14 4	..	..	..	..	..	..	..	..	20 3	19 7
15 2	14 8	..	..	..	..	..	..	..	..	19 7	19 7
..	14 9	..	..	..	..	..	..	..	..	21 7	19 8
13 12	13 12	..	..	..	..	..	..	..	..	16 13	16 13
11 13	11 13	..	..	..	..	..	..	..	..	..	..
13 14	13 14	..	..	..	..	..	..	..	..	..	..
12 3	12 2	..	..	..	..	..	..	..	..	..	..
12 —	12 —	..	..	..	..	..	..	..	..	29 7	29 3
11 13	11 13	..	..	..	..	..	..	..	..	26 3	26 3
12 10	12 9	..	..	..	..	..	..	..	..	23 13	20 6
13 5	12 15	..	..	..	..	..	..	..	..	23 3	22 12
13 5	13 5	..	..	..	..	..	..	..	..	..	..
13 5	12 4	..	..	..	..	..	..	..	..	21 12	21 12
13 5	11 13	..	..	..	..	..	..	..	..	27 10	27 10
12 11	12 —	..	..	7 8	7 8	..	..	6 12	6 12	17 11	17 11
10 12	10 12	..	..	8 —	7 4	..	..	5 8	5 8	16 —	17 —
10 8	10 —	..	..	8 4	8 —	..	..	5 —	5 —	16 —	16 —
12 —	10 —	..	..	7 —	7 —	..	..	5 8	5 8	16 —	18 —
12 —	12 —	..	..	7 —	7 —	..	..	6 —	6 —	16 —	16 —
12 —	10 —	..	..	8 —	8 —	..	..	5 8	5 8	17 —	17 —
13 —	12 8	6 —	6 —	5 8	5 8	18 —	18 —
15 —	14 —	16 —	12 —	7 12	6 —	6 —	5 8	12 —	12 —
13 —	13 8	8 8	8 8	6 —	6 —	15 8	16 —
..	10 3	10 3	8 —	8 —	32 —	32 —
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FREDERICK NOËL-PATON,
Director-General of Commercial Intelligence

B. ROBERTSON,
Secretary to the Government of India

GOVERNMENT OF INDIA
FINANCE DEPARTMENT

Total Gross Indian Sea and Land Customs Revenue (excluding Salt Revenue)

[In thousands of Rupees]

	IN THE SIX MONTHS, APRIL TO SEPTEMBER, OF										
	1900-01	1901-02	1902-03	1903-04	1904-05	1905-06	1906-07	1907-08	1908-09	1909-10	
SEA CUSTOMS											
IMPORTS											
<i>Special Import Duties</i>											
Arms, ammunition, and military stores	1,22	1,38	1,59	1,89	1,91	1,72	1,72	2,41	2,33	2,32	
Liquors—											
Ale, beer, porter, cider and other fermented liquors	88	1,00	1,04	1,25	1,37	1,35	1,44	1,38	2,49	2,43	
Spirits and liqueurs	30,76	31,04	32,55	35,89	36,35	38,59	34,34	44,24	45,77	45,01	
Wines	1,53	1,54	1,74	1,68	1,55	1,75	1,60	1,75	1,73	1,62	
Opium	1	2	2	1	2	2	2	2	2	1	
Petroleum	21,53	26,11	26,50	21,79	23,35	19,33	17,01	22,24	26,84	22,89	
Sugar (countervailing duties, 1899)	9,19	15,35	14,62	1,94	6	1	...	...	...	...
Sugar (countervailing duties, 1902)	—	—	3,12	12	4	...	...	...	...	...
<i>General Import Duties</i>											
Articles of food and drink (excluding sugar)	6,43	5,85	5,75	5,97	6,72	8,10	8,16	10,16	11,58	10,32	
Sugar (ordinary duties)	11,90	12,77	11,85	12,31	13,44	11,94	23,85	19,39	19,96	26,79	
Chemicals, drugs, medicines and narcotics, and dyeing and tanning materials	4,79	5,54	5,49	6,53	6,21	6,74	6,93	8,90	8,03	8,99	
Cotton manufactures											
Piece goods, grey	21,83	24,79	26,90	24,01	26,60	31,44	32,99	34,07	26,64	29,21	
" white	8,87	14,99	8,53	9,65	13,91	14,18	12,03	18,84	15,50	10,79	
" coloured	9,05	11,37	10,47	13,42	15,40	15,69	15,53	18,02	19,35	12,70	
Other goods	1,07	1,35	97	1,58	2,60	2,78	2,70	2,99	3,12	2,71	
Metals and manufactures of—											
Silver, bullion and coin	5,85	15,60	21,86	17,84	22,26	15,36	21,93	26,95	35,74	31,87	
Other metals and manufactures of metals	10,05	10,90	15,09	14,40	18,24	14,93	15,13	19,14	25,29	20,73	
Oils (excluding petroleum)	75	85	84	47	46	56	1,10	1,30	78	60	
Manufactured articles	25,48	29,17	27,83	32,55	38,42	39,45	37,95	45,58	49,10	43,18	
Raw materials and unmanufactured articles	4,42	4,58	4,13	4,24	5,00	5,72	5,17	6,55	8,57	7,20	
TOTAL IMPORTS	1,75,70	2,14,20	2,20,80	2,07,04	2,33,91	2,29,66	2,39,60	2,8,3,93	3,02,84	2,79,37	
EXCISE DUTY ON COTTON GOODS	4,97	7,60	8,03	9,25	9,06	11,42	10,96	13,64	13,68	15,06	
EXPORT DUTIES											
Rice and Rice-flour	38,83	39,12	53,84	53,01	58,98	53,11	48,34	45,89	32,89	39,51	
LAND CUSTOMS AND MISCELLANEOUS	3,95	3,96	4,15	4,55	5,01	4,12	4,77	5,18	4,37	4,92	
GRAND TOTAL	2,23,45	2,64,88	2,86,91	2,73,85	3,06,96	2,98,31	3,03,67	3,48,64	3,53,78	3,38,86	
<i>Provincial distribution of Imports and Exports</i>											
Bengal	{ Imports	73,95	80,72	84,14	73,78	83,90	84,86	86,15	1,08,19	95,54	96,98
	Exports	10,55	6,29	6,82	6,60	8,17	10,70	5,55	4,26	2,01	4,96
Eastern Bengal and Assam	{ Imports	—	—	—	—	—	—	25	32	44	41
	Exports	—	—	—	—	—	—	2	2
Bombay	{ Imports	55,28	77,66	84,23	77,31	89,41	84,59	88,54	1,04,24	1,14,00	1,04,80
	Exports	1,61	1,08	1,85	1,02	1,21	82	79	77	99	1,42
Sind	{ Imports	16,45	21,40	20,23	16,63	18,26	19,67	23,20	22,61	31,44	25,93
	Exports	26	1,01	62	42	75	59	1,65	1,93	76	1,12
Madras	{ Imports	15,22	18,35	17,69	19,97	19,85	19,38	18,74	22,28	27,81	24,29
	Exports	1,42	2,81	3,44	4,86	3,91	2,50	3,80	5,73	5,47	3,28
Burma	{ Imports	14,80	16,07	14,60	19,35	22,49	21,16	22,72	26,29	33,61	26,66
	Exports	24,99	27,93	41,11	40,11	44,94	38,41	36,55	33,20	23,64	28,71

FREDERICK NOËL-PATON
Director-General of Commercial Intelligence

W. S. MEYER
Secretary to the Government of India

 Continuation Sheets of Supple-
ment to the Gazette of India published at
Calcutta.

RESULTS OF THE MEASURES ADOPTED FOR THE DESTRUCTION OF WILD ANIMALS AND VENOMOUS SNAKES DURING THE YEAR 1908.

GOVERNMENT OF INDIA.

H O M E D E P A R T M E N T .

PUBLIC.

Nos. 3819—3832.

Simla, the 4th October 1909.

R E S O L U T I O N .

The total number of persons killed by wild animals rose from 1,966 in 1907 to 2,166 in 1908, a figure higher than that reached in any of the previous four years. The most noticeable features in the returns are the large increases in the number of deaths attributed to tigers in Bengal, and to tigers, leopards and bears in the Central Provinces and Berar. The number of persons killed by tigers in Bengal was 455, or 100 more than in 1907. The increase took place principally in the districts of Monghyr, Ranchi, Cuttack, the 24-Parganas, Angul and Purnea. In the districts of Muzaffarpur and Darjeeling elephants caused 6 and 4 deaths respectively. A special reward of Rs. 200 was sanctioned for the destruction of each of three rogue elephants in the Kalimpong sub-division of the Darjeeling district. Rewards of Rs. 100 and Rs. 500 were also sanctioned for certain man-eating tigers in the Monghyr and Hazaribagh districts. Deaths from wolves rose from 47 in 1907 to 75 in the Hazaribagh district notwithstanding the fact that a special reward of Rs. 20 for every wolf killed within the jurisdiction of certain thanas had been offered.

Next to Bengal the Madras Presidency had the highest mortality from tigers (170) and the great majority of these deaths (126) occurred in the district of Vizagapatam. In the neighbouring district of Ganjam there was a decline from 63 to 15 in the deaths from this cause.

The figures for the United Provinces show that 194 persons met with their death from wild animals during the year 1908, against 159 in the preceding year. This rise in mortality is largely due to the ravages of leopards and wolves in the Kumaon and Fyzabad divisions respectively. In the former division, the number of persons killed by leopards rose from 6 to 35. A man-eating leopard for which a reward of Rs. 50 had been offered in 1907 remained at large at the close of the year under review, and the amount of the reward has since been raised to Rs. 500. It was found necessary to instruct the Deputy Commissioner of Bahraich to take special measures for the extermination of wolves.

In the Central Provinces, the number of persons killed by wild animals in 1908 (238) was larger than that in 1907 by 64. The marked rise in the number of deaths from tigers, leopards and bears has already been noticed. The mortality from tigers, which rose from 86 to 101, was almost wholly confined to four districts, *viz.*, Balaghat, Bilaspur, Mandla, and Chanda. One tiger in the last-named district, which was responsible for 19 deaths, was shot after the close of the year. Panthers and bears killed altogether 95 persons, practically double the total of the previous year.

2. The total mortality amongst human beings caused by snake-bite fell from 21,419 to 19,738. The figures for 1907 were the lowest since 1897 and the still lower figures for the year under review are remarkable. It is satisfactory to note that almost all the provinces contributed to the reduction of deaths from this cause. In Bombay and the Punjab only was the mortality higher than in 1907, the increases being 77 and 22 respectively. The number of persons killed by snake-bite continues highest in Bengal and the United Provinces. But in Bengal the number declined in every division except Burdwan, where it rose from 999 to 1,178. In Burma the lower mortality is ascribed in part to the general clearance of jungle consequent upon the spread of cultivation. No reasons have been suggested for the decrease elsewhere. The reports regarding the success of the Lauder-Brunton treatment of snake-bite are on the whole encouraging, although the usual uncertainty as to the identification of the snake in the majority of cases still continues. The Commissioner of Agra reports that the villagers are afraid of the Lauder-Brunton lancets; while the Magistrate of Shahjahanpur states that there is a general complaint that the lancets are not sharp enough to make proper incisions where the skin is hard. The results generally reported, however, seem to justify continued efforts to popularise the treatment. In Burma the lancets are reported to have been used in some cases on cattle with success.

3. The number of deaths (496) caused by 'other animals' was as usual highest in Bengal (230) and Eastern Bengal and Assam (153). In the former province 187 and in the latter 109 of these deaths were due to crocodiles, while wild boars killed 30 persons in Bengal and wild dogs caused 34 deaths in Eastern Bengal and Assam.

4. The number of cattle killed by wild animals during the year 1908 was 87,607, against 88,835 in 1907. The figures for Bengal, the United Provinces, Burma and Bombay, however, show a marked rise, and those for Madras, Eastern Bengal and Assam, and the Central Provinces and Berar still stand very high. The increase in Bengal was most noticeable in the Bhagalpur division. The number of cattle killed by wild animals

in the United Provinces in the past two years shows a remarkable increase, but it is to be noted that the figures in 1906 were abnormally low. Increased cattle deaths in the Almora district are attributed to the wholesale destruction of game, which has resulted in a serious diminution of the natural food supply of tigers and leopards. In the Allahabad, Lucknow and Fyzabad divisions great damage was caused by wolves, and in Kumaon by wild dogs, in spite of special measures taken by the Forest Department for their extermination. In the Punjab the district figures show some noticeable variations. In Ambala 98 cattle are reported to have been killed by hyænas in 1908 and none by leopards, whereas in 1907 leopards killed 39 and hyænas none. The Government of the Punjab thinks it possible that many deaths for which leopards or wolves were really responsible were attributed to hyænas because a hyæna was seen devouring the carrion. The number of cattle killed by leopards in Kangra dropped from 1,633 to 640 and in Mianwali from 63 to 3. In Burma the number of cattle killed by wild animals rose from 11,697 in 1907 to 13,518. The largest increase occurred in the Shwebo district where the number rose from 358 to 777, 600 being attributed to leopards. In Eastern Bengal and Assam, there was a satisfactory decrease in the death roll. There was a marked rise, however, in the Chittagong district, attributed to the necessity for grazing cattle in the hills owing to scarcity of grass in the plains. In the Central Provinces tigers were responsible for three-quarters of the deaths amongst cattle, Chanda, Raipur and Mandla being the districts which suffered most from these animals. The number of cattle killed by snake-bite rose from 9,839 in 1907 to 10,700. The rise is most noticeable in the case of Bengal and Burma.

5. The number of wild animals destroyed was 17,926, as compared with 15,711 in 1907. All dangerous species were destroyed in larger numbers, the total for tigers being 1,449, and for leopards 5,259. The relation between the number of human beings killed by tigers and the number of those animals destroyed shows curious variations. Thus in Eastern Bengal and Assam only 82 persons were killed by tigers but 503 tigers were destroyed; for Burma the figures are 54 and 351. In Bengal on the other hand the deaths from tigers numbered 455 but only 108 tigers were destroyed and the corresponding figures for Madras were 170 and 83. The total amount of rewards paid for the destruction of dangerous animals rose from Rs. 1,30,963 in 1907 to Rs. 1,55,188 in the year under review. The total number of snakes killed was also larger, *viz.*, 70,732 against 61,734, although the amount of rewards paid for their destruction fell from Rs. 2,670 to Rs. 2,271.

6. The number of licenses issued under the Indian Arms Act, 1878, in forms VIII and XI was 27,922 against 11,796 in 1907. The total number of licenses in force during the year 1908 was 197,184 against 43,583 in 1907. The large increase

is mainly due to the fact that prior to 1908, only licenses in form XI were shown in the returns relating to the measures adopted for the extermination of wild animals and venomous snakes, except in the case of Burma, while licenses in form VIII are included in the returns for 1908, in consequence of special orders issued to that effect in the course of the year.

ORDER.—Ordered that a copy of this Resolution be forwarded to local Governments and Administrations* and that it

*Including the Hon'ble the Chief Commissioners of the North-West Frontier Province and Ajmer-Merwara and the Hon'ble the Resident in Mysore.
be published in the supplement to the *Gazette of India* for general information ; also that a copy be forwarded to the Director-General of Commercial Intelligence.

H. A. STUART,

Secretary to the Government of India.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909. 2115

No. I.

NUMBER OF PERSONS KILLED IN EACH PROVINCE OF BRITISH INDIA BY
WILD ANIMALS (SPECIFYING THE PRINCIPAL KINDS) AND SNAKES IN
EACH CALENDAR YEAR FROM 1904 TO 1908.

No. I.

NUMBER OF PERSONS KILLED in each PROVINCE of BRITISH INDIA by WILD ANIMALS (specifying the principal kinds) and SNAKES in each calendar year from 1904 to 1908.

PROVINCE.		By WILD ANIMALS.								By snakes.	GRAND TOTAL
		Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyenas.	Other animals.	Total.		
Madras	1904	4	110	62	10	1	...	30	237	1,932	2,16
	1905	4	155	80	9	8	2	41	299	1,896	2,10
	1906	6	167	68	22	1	2	13	279	1,527	1,80
	1907	6	201	53	9	4	...	22	295	1,677	1,97
	1908	5	170	45	10	2	...	4	230	1,586	1,82
Bombay	1904	1	5	6	2	2	2	15	33	1,120	1,16
	1905	...	4	7	...	...	...	19	30	1,111	1,14
	1906	...	10	13	...	20	2	13	58	1,143	1,20
	1907	1	9	27	...	8	1	20	66	1,171	1,23
	1908	...	8	5	2	1	2	14	32	1,248	1,28
Bengal	1904	20	342	209	43	111	19	343	1,087	10,052	11,13
	1905	9	390	104	28	56	15	203	805	8,245	9,05
	1906	18	295	112	36	67	7	221	756	8,862	9,61
	1907	16	335	77	26	185	12	169	840	8,276	9,11
	1908	17	455	94	25	184	29	230	1,034	7,402	8,43
United Provinces	1904	...	11	18	8	90	3	63	193	5,152	5,34
	1905	2	14	21	9	76	1	50	173	4,957	5,14
	1906	2	24	14	17	178	6	39	280	5,188	5,40
	1907	...	42	16	5	60	2	34	159	5,080	5,23
	1908	1	38	39	6	71	1	38	194	4,816	5,01
Punjab	1904	...	1	3	...	3	...	4	11	974	98
	1905	...	...	2	3	3	...	9	17	923	98
	1906	...	...	...	1	5	2	...	8	1,060	1,06
	1907	...	...	3	2	4	2	8	19	903	98
	1908	...	...	1	...	1	1	5	8	925	93
North-West Frontier Province	1904	...	...	...	...	...	...	6	6	19	2
	1905	...	...	...	...	...	1	...	1	21	2
	1906	...	...	...	...	...	...	2	2	37	37
	1907	...	...	...	...	...	...	...	...	33	33
	1908	...	...	...	...	...	...	12	12	30	30
Burma	1904	8	87	6	8	...	...	16	125	836	66
	1905	7	43	5	3	...	...	6	64	960	1,03
	1906	8	59	7	5	...	...	9	88	1,149	1,23
	1907	1	43	9	11	...	...	12	76	1,348	1,42
	1908	4	54	7	4	...	...	10	79	1,085	1,10
Central Provinces and Berar...	1904	1	180	93	19	37	2	19	351	1,550	1,60
	1905	...	105	126	18	9	4	31	293	1,280	1,57
	1906	...	65	106	15	1	...	32	219	1,146	1,30
	1907	...	86	34	14	6	2	32	174	906	1,17
	1908	...	101	64	31	9	4	29	238	989	1,02
Eastern Bengal and Assam	1904	18	50	2	11	...	...	32	113	185	20
	1905	26	75	57	18	1	1	191	369	2,363	2,73
	1906	26	78	58	14	...	...	176	352	2,730	3,03
	1907	29	57	73	18	10	2	146	335	1,900	2,23
	1908	26	82	47	22	1	...	153	331	1,043	1,07
Coorg	1904	...	...	...	1	...	...	...	1	1	1
	1905	...	...	...	...	...	...	...	...	1	1
	1906	...	...	...	...	...	...	...	...	...	...
	1907	...	...	...	...	...	...	...	...	...	...
	1908	...	1	...	...	...	...	...	1	...	...
Ajmer-Merwara	1904	...	...	...	...	...	...	...	...	50	50
	1905	...	...	...	...	...	...	...	...	30	30
	1906	...	...	...	...	1	...	...	1	14	14
	1907	...	...	...	...	...	...	2	2	34	34
	1908	...	...	...	...	...	...	1	1	14	14
Bangalore	1904	...	...	...	...	...	...	...	...	...	...
	1905	...	...	...	...	...	...	...	...	...	...
	1906	...	...	...	...	...	...	...	...	...	...
	1907	...	...	...	...	...	...	...	...	...	...
	1908	...	...	...	...	...	...	...	...	...	...
TOTAL	1904	52	786	399	102	244	26	548	2,157	21,880	24,0
	1905	48	786	402	88	153	24	550	2,051	21,797	23,8
	1906	60	698	378	110	273	19	505	2,043	22,857	24,0
	1907	53	793	292	85	277	21	445	1,966	21,419	23,0
	1908	53	909	302	100	269	37	496	2,166	19,738	21,7

No. 2.

NUMBER of CATTLE KILLED in each PROVINCE of BRITISH INDIA by WILD ANIMALS (specifying the principal kinds) and SNAKES, in each calendar year from 1904 to 1908.

PROVINCE.	BY WILD ANIMALS.								By snakes.	GRAND TOTAL.
	Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyenas.	Other animals.	Total.		
Madras ...	1904	4	2,634	8,877	30	179	191	141	12,056	2,090 14,146
	1905	3	3,204	9,983	...	63	27	63	13,343	2,048 15,391
	1906	2	3,046	10,649	5	61	44	41	13,818	1,765 15,583
	1907	4	3,448	9,687	1	12	63	7	13,222	1,998 15,220
	1908	...	3,219	9,100	1	26	31	50	12,427	1,794 14,221
Bombay ...	1904	...	527	928	...	4,418	68	68	6,009	82 6,091
	1905	...	709	748	...	4,542	112	95	6,200	145 6,351
	1906	1	477	759	...	6,019	230	267	7,753	198 7,951
	1907	...	353	1,043	2	5,234	94	325	7,051	231 7,282
	1908	...	301	1,170	1	5,536	82	423	7,513	319 7,832
Bengal ...	1904	3	7,046	11,721	41	1,468	1,988	1,239	23,506	703 24,209
	1905	63	6,196	7,391	9	1,538	1,926	1,304	18,427	316 18,743
	1906	1	5,828	6,856	51	1,678	1,601	1,008	17,023	256 17,279
	1907	8	6,088	6,776	19	1,740	1,508	827	16,966	350 17,316
	1908	9	6,059	6,141	26	2,890	2,258	889	18,272	849 19,121
United Provinces ...	1904	...	713	5,689	1,196	604	20	104	8,326	578 8,904
	1905	...	962	5,375	1,066	669	57	146	8,275	246 8,521
	1906	...	1,495	3,241	672	474	28	62	5,972	465 6,437
	1907	1	1,240	6,787	276	822	154	26	9,306	682 9,988
	1908	...	1,052	8,518	57	627	109	106	10,469	614 11,083
Uttar Pradesh ...	1904	...	2	992	4	461	...	1	1,460	22 1,482
	1905	...	1	1,429	...	296	53	...	1,779	6 1,785
	1906	...	3	1,308	...	425	39	...	1,775	8 1,783
	1907	...	...	1,963	...	788	55	2	2,808	23 2,831
	1908	...	...	988	1	519	101	...	1,609	34 1,643
North-West Frontier Province ...	1904	...	2	11	...	403	...	...	416	...
	1905	...	29	28	...	154	3	36	250	...
	1906	...	...	...	...	125	26	...	151	2 153
	1907	...	...	12	...	92	10	...	114	1 115
	1908	...	...	...	...	10	...	5	15	1 16
Burma ...	1904	...	3,981	1,861	12	83	...	167	6,104	5,990 12,094
	1905	...	4,101	1,866	27	8	2	293	6,297	4,406 10,703
	1906	...	4,482	2,262	17	12	9	343	7,125	4,499 11,624
	1907	1	3,938	2,110	24	24	17	122	6,235	5,401 11,097
	1908	...	4,354	2,854	1	2	7	100	7,318	6,201 13,519
Central Provinces and Berar ...	1904	...	4,995	8,212	11	2,368	270	995	16,851	778 17,629
	1905	...	5,382	9,274	5	1,828	239	975	17,703	571 18,274
	1906	...	4,624	7,366	12	1,022	144	553	13,721	570 14,291
	1907	...	5,240	7,470	13	925	151	632	14,431	765 15,196
	1908	...	4,570	6,982	20	532	142	584	12,830	603 13,433
Western Bengal and Assam ...	1904	12	7,654	4,207	15	...	43	681	12,612	126 12,738
	1905	10	9,473	8,668	18	128	3	917	19,217	355 19,572
	1906	19	7,920	8,961	17	26	39	911	17,893	424 18,317
	1907	20	8,926	7,757	35	27	32	851	17,648	324 17,972
	1908	1	8,193	7,490	41	21	37	673	16,456	284 16,740
Orissa ...	1904	...	539	310	...	...	...	14	863	6 869
	1905	...	644	542	...	...	...	5	1,191	6 1,197
	1906	...	838	390	...	...	...	1	1,229	...
	1907	...	670	307	...	...	...	10	1,047	4 1,051
	1908	...	510	176	...	...	...	4	690	1 691
Gujarat ...	1904	...	...	4	...	...	...	...	4	1 5
	1905	...	...	15	...	6	...	...	21	...
	1906	...	1	6	...	...	...	1	7	...
	1907	...	...	5	...	...	1	...	6	...
	1908	...	...	8	...	...	...	...	8	...
Kerla-Merwara ...	1904	...	...	4	...	...	...	...	4	1 5
	1905	...	...	15	...	6	...	...	21	...
	1906	...	1	6	...	...	...	1	7	...
	1907	...	...	5	...	...	1	...	6	...
	1908	...	...	8	...	...	...	...	8	...
Total ...	1904	19	28,003	42,812	1,309	9,984	2,580	3,410	88,207	10,376 98,583
	1905	76	30,701	45,310	1,125	9,232	2,422	3,834	92,709	8,099 100,808
	1906	23	28,714	41,768	774	9,842	2,160	3,186	86,467	8,187 94,654
	1907	34	29,903	43,977	376	9,664	2,085	2,802	88,835	9,839 98,674
	1908	10	28,258	43,427	148	10,163	2,767	2,834	87,607	10,700 98,307

No.

NUMBER of WILD ANIMALS and SNAKES DESTROYED and AMOUNT of REWARDS (in Rs.)

PROVINCE.		PARTICULARS OF ANIMALS DESTROYED.							Total number of animals destroyed.	Snakes.
		Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyenas.	Other animals destroyed.		
Madras	... ...	1904	...	104	647	54	...	...	...	805
		1905	...	92	666	50	...	...	1	809
		1906	...	83	724	78	...	...	20	906
		1907	...	69	646	56	...	...	26	797
		1908	...	83	595	44	...	...	39	761
Bombay	... ...	1904	...	53	211	8	191	2	260	725
		1905	...	74	191	8	166	13	414	866
		1906	...	39	206	6	152	13	328	744
		1907	...	59	189	10	135	13	415	821
		1908	...	44	198	7	167	12	400	828
Bengal	... ...	1904	1	215	801	152	58	215	3,771*	5,213
		1905	...	117	367	158	31	345	500	1,518
		1906	1	125	415	185	123	223	449	1,521
		1907	1	115	438	128	101	203	618	1,604
		1908	1	103	414	173	301	200	486	1,683
United Provinces	... ...	1904	...	106	409	374	650	272	32	1,843
		1905	...	121	468	234	727	192	92	1,844
		1906	...	78	533	199	1,254	323	199	2,586
		1907	...	105	577	387	1,702	142	58	2,971
		1908	...	96	626	435	1,946	287	112	3,502
Punjab	... ...	1904	...	...	137	130	617	...	...	884
		1905	...	...	70	101	611	...	...	842
		1906	...	1	76	177	821	4	4	1,080
		1907	...	...	128	221	463	1	14	827
		1908	...	1	119	224	882	2	...	1,228
North-West Frontier Province	... ...	1904	...	...	15	6	68	...	...	89
		1905	...	...	21	7	122	2	...	152
		1906	...	...	11	...	70	...	...	81
		1907	...	...	25	...	36	...	...	61
		1908	...	...	8	7	44	...	...	59
Burma	... ...	1904	5	276	826	762	...	...	158	2,027
		1905	9	293	1,002	830	...	...	108	2,242
		1906	4	356	960	745	...	2	202	2,269
		1907	13	344	1,136	815	...	1	82	2,391
		1908	6	351	1,311	782	...	1	84	2,535
Central Provinces and Berar	... ...	1904	...	230	739	128	238	...	347	1,682
		1905	...	196	925	169	351	...	891	2,532
		1906	...	193	752	195	152	...	376	1,668
		1907	...	186	804	203	345	...	333	1,871
		1908	1	253	1,013	317	267	1	910	2,762
Eastern Bengal and Assam	... ...	1904	5	342	548	513	...	2	1,178	2,588
		1905	3	449	1,061	619	8	...	3,633	5,773
		1906	3	471	914	396	5	...	2,953	4,742
		1907	7	406	911	333	6	8	2,317	3,988
		1908	14	503	939	347	8	1	2,536	4,348
Coorg	... ...	1904	...	9	27	...	...	...	213	249
		1905	...	12	38	...	...	...	208	258
		1906	...	11	25	1	...	...	212	249
		1907	4	10	37	...	...	...	317	368
		1908	1	10	33	...	...	...	160	204
Ajmer-Merwara	... ...	1904	...	10	...	...	6	...	16	10
		1905	...	2	...	...	2	...	5	19
		1906	...	4	...	...	5	...	9	14
		1907	...	3	...	...	9	...	12	10
		1908	...	3	...	...	13	...	16	14
Bangalore	... ...	1904	...	1	...	...	...	...	1	232
		1905	...	...	...	...	...	...	...	393
		1906	...	...	...	...	...	...	...	127
		1907	...	...	...	...	...	...	...	130
		1908	...	...	...	...	...	...	...	238
Total	... ...	1904	11	1,335	4,371	2,127	1,822	497	5,959	16,122
		1905	12	1,355	4,811	2,236	2,016	554	5,847	16,831
		1906	8	1,357	4,620	1,982	2,577	571	4,740	15,855
		1907	25	1,294	4,894	2,153	2,788	377	4,180	15,711
		1908	23	1,449	5,259	2,336	3,615	517	4,727	17,926

3.

rupees) paid for their DESTRUCTION in each calendar year from 1904 to 1908.

REWARDS PAID FOR DESTRUCTION OF

Elephants.		Tigers.		Leopards.		Bears.		Wolves.		Hyenas.		Other animals		Total.		Snakes.		Grand Total.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	3,756	9,912	233	...	...	...	...	...	...	10	...	...	...	13,901	...	...	...	13,901
...	3,587	10,316	227	...	...	...	...	...	...	214	...	...	...	14,140	...	...	...	14,140
...	3,462	10,807	348	...	...	...	...	...	...	240	...	...	...	14,831	...	...	...	14,831
...	2,920	10,306	232	...	...	...	...	...	...	240	...	...	...	13,698	...	...	...	13,698
...	3,424	9,045	192	...	...	...	...	...	...	380	...	...	...	13,041	...	...	...	13,041
...	804	2,024	72	552	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	1,149	1,871	87	470	1	...	...	...	...	2	...	...	...	3,452	152	...	...	3,604
...	690	2,019	72	356	1	...	...	...	...	...	...	...	...	3,580	130	...	...	3,710
...	822	1,773	78	308	1	...	...	...	...	...	...	...	...	3,138	128	...	...	3,266
...	948	1,851	37	433	...	...	...	...	...	...	...	...	...	2,981	139	...	...	3,120
...	3,500	1,904	222	190	385	...	...	...	...	...	...	...	...	3,269	125	...	...	3,394
...	3,852	1,497	313	90	309	...	...	...	...	...	...	...	...	6,526	381	...	...	6,907
...	3,263	1,019	379	308	391	...	...	...	...	...	...	...	...	6,173	302	...	...	6,475
100	3,285	1,781	200	340	336	...	...	...	...	...	...	...	...	6,166	306	...	...	6,472
100	5,633	1,746	341	1,483	351	...	...	...	...	...	...	...	...	6,513	206	...	...	6,719
...	846	1,028	984	1,814	521	65	...	...	...	...	...	...	...	10,026	161	...	...	10,187
...	856	2,834	603	3,199	344	674	...	...	...	...	...	...	...	6,158	36	...	...	6,194
...	...	4,284	714	7,932	520	338	...	...	...	...	...	...	...	13,788	112	...	...	8,622
...	200	4,374	1,475	12,885	255	376	...	...	...	...	...	...	...	19,565	415	...	...	14,203
...	III	5,072	1,857	14,226	508	394	...	...	...	...	...	...	...	22,168	928	...	...	20,493
...	...	1,010	920	2,067	...	...	...	...	...	...	...	...	...	5,285	599	...	...	22,824
...	...	494	971	1,923	...	...	...	...	...	...	...	...	...	3,997	1,079	...	...	5,076
...	16	514	1,356	2,283	...	...	...	...	...	5	...	...	...	3,388	925	...	...	4,313
...	...	990	1,575	1,475	...	...	...	...	...	...	...	...	...	4,174	821	...	...	4,995
...	15	856	1,617	2,797	...	...	...	...	...	...	...	...	...	4,040	629	...	...	4,669
...	...	104	34	304	...	...	...	...	...	...	...	...	...	5,285	599	...	...	5,884
...	...	157	18	542	...	...	...	...	...	...	...	...	...	442	185	...	...	627
...	...	86	...	328	...	...	...	...	...	...	...	...	...	717	185	...	...	902
...	...	110	...	166	...	...	...	...	...	...	...	...	...	414	213	...	...	213
...	...	55	35	200	...	...	...	...	...	...	...	...	...	276	150	...	...	627
...	10,450	13,032	6,605	...	...	...	...	...	...	...	...	...	...	30,087	172	...	...	462
100	10,890	15,636	7,175	...	...	...	...	...	...	...	...	...	...	33,861	1	...	...	30,088
...	12,890	15,053	6,092	...	...	...	...	...	...	...	...	...	...	34,135	32	...	...	33,893
100	12,710	19,077	7,257	...	...	...	...	...	...	...	...	...	...	39,284	29	...	...	34,164
100	12,905	21,720	7,122	...	...	...	...	...	...	...	...	...	...	42,287	...	...	...	39,284
...	10,420	10,581	624	1,618	...	...	...	...	...	...	...	...	...	28,237	170	...	...	42,287
...	9,635	12,683	826	1,894	...	...	...	...	...	...	...	...	...	38,018	81	...	...	28,407
...	9,700	10,247	934	767	...	...	...	...	...	...	...	...	...	26,476	93	...	...	38,099
...	8,710	11,327	1,075	1,379	...	...	...	...	...	...	...	...	...	27,176	282	...	...	26,569
150	II,570	15,160	1,668	1,203	5	...	...	...	...	...	...	...	...	41,965	370	...	...	27,458
100	5,513	4,304	3,308	...	...	...	...	...	...	...	...	...	...	13,267	656	...	...	42,335
100	7,452	5,880	4,060	...	...	...	...	...	...	...	...	...	...	17,811	816	...	...	13,923
200	8,380	5,412	3,075	...	...	...	...	...	...	...	...	...	...	17,548	590	...	...	18,627
150	6,735	5,792	2,707	...	...	...	...	...	...	...	...	...	...	16,028	291	...	...	18,138
250	7,233	4,528	2,892	2	3	...	...	...	...	...	...	...	...	15,597	131	...	...	16,319
...	365	543	...	...	...	...	...	...	...	...	...	...	...	908	1	...	...	15,728
...	580	829	...	...	...	...	...	...	...	...	...	...	...	1,429	...	...	...	1,420
...	280	547	...	...	...	...	...	...	...	...	...	...	...	827	1	...	...	828
...	500	855	...	...	...	...	...	...	...	...	...	...	...	1,360	...	...	...	1,360
...	500	696	...	...	...	...	...	...	...	...	...	...	...	1,206	...	...	...	1,206
...	...	49	...	...	...	...	...	...	...	...	...	...	...	58	2	...	...	60
...	7	10	...	...	...	...	18	...	...	...	...	...	...	23	2	...	...	25
...	...	18	...	...	...	6	...	...	...	...	...	...	...	31	2	...	...	33
...	...	15	...	...	...	13	...	...	...	...	...	...	...	42	3	...	...	45
...	...	15	...	...	...	27	...	...	...	...	...	...	...	54	2	...	...	56
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	64	...	...	64
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	91	...	...	91
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55	...	...	55
00	35,654	45,382	13,002	6,545	924	5,426	...	...	...	...	...	...	...	1,07,033	2,727	...	...	1,09,760
00	38,008	52,207	14,280	8,118	660	14,177	...	...	...	...	...	...	...	1,27,650	2,676	...	...	1,30,326
00	38,681	50,606	12,970	11,974	935	6,162	...	...	...	...	...	...	...	1,21,528	2,639	...	...	1,24,167
00	35,882	56,400	14,599	16,553	635	6,344	...	...	...	...	...	...	...	1,30,963	2,670	...	...	1,33,633
00	42,399	60,744	15,761	20,344	911	14,429	...	...	...	...	...	...	...	1,55,188	2,271	...	...	1,57,459

No. 4.

NUMBER of LICENSES ISSUED in Form VIII (for purposes of sport, protection or display) and Form XI (for purposes of destruction of wild animals or protection of crops) under the INDIAN ARMS ACT, 1878, in each calendar year from 1904 to 1908.

PROVINCE.	Number of licenses granted in the year.	Number of licenses granted in previous years and still in force.	Total number of licenses in force in the year.
Madras ...	1904 388 1905 541 1906 723 1907 440 1908 4,302	1,668 1,636 1,703 1,857 55,160	2,056 2,177 2,426 2,297 59,462
Bombay ...	1904 654 1905 1,088 1906 647 1907 1,141 1908 4,626	4,319 4,422 5,113 5,138 10,989	4,973 5,510 5,760 6,279 15,615
Bengal ...	1904 663 1905 209 1906 236 1907 285 1908 4,513	1,719 2,005 1,987 1,528 28,542	2,382 2,214 2,223 1,813 33,055
United Provinces ...	1904 719 1905 815 1906 554 1907 436 1908 2,932	6,221 5,977 5,813 5,696 18,766	6,440 6,792 6,367 6,132 21,698
Punjab ...	1904 1,148 1905 840 1906 477 1907 695 1908 1,253	4,583 4,418 4,026 3,633 11,089	5,731 5,258 4,503 4,328 12,342
North-West Frontier Province ...	1904 35 1905 94 1906 3 1907 70 1908 1,353	395 422 461 463 3,029	430 516 464 533 4,382
Burma ...	1904 563 1905 408 1906 453 1907 463 1908 468	365 467 499 571 711	888 (a) 850 (b) 952 1,034 1,179
Central Provinces and Berar ...	1904 4,227 1905 3,844 1906 3,854 1907 4,004 1908 6,222	9,493 8,848 9,342 9,330 10,083	13,720 12,692 13,196 13,331 16,305
Eastern Bengal and Assam ...	1904 24 1905 1,002 1906 2,299 (c) 1907 3,982 (c) 1908 2,100	152 370 990 3,087 30,109	176 1,372 3,289 7,069 32,209
Coorg ...	1904 68 1905 60 1906 111 1907 278 1908 136	356 392 415 484 717	424 452 526 762 853
Ajmer-Merwara (None) ...	...	...	...
Bangalore ...	1908	17	67
TOTAL ...	1904 8,489 1905 8,901 1906 9,357 1907 11,796 1908 27,922	29,271 28,957 30,349 31,787 1,69,262	37,720 37,833 39,706 43,583 1,97,184

(a) Excludes 40 licenses withdrawn.

(b) Excludes 22 licenses withdrawn and 3 destroyed.

(c) Increase is due to the conversion of licenses in Form VIII to those in Form XI.

NOTE.—Figures for the years previous to 1908 represent the number of licenses issued for destruction of wild animals or protection of crops in Form XI only except in Burma where licenses in Form VIII were shewn. For 1908 licenses issued for protection or display in Form VIII have been included and combined totals shown.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2121

GOVERNMENT OF INDIA.
HOME DEPARTMENT.

SANITARY.
PLAQUE.

Simla, the 7th October 1909.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 2nd October 1909, is published for general information:

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SINDH	Northern	Bombay City	21	20
		Ahmedabad Town	9	3
		Ahmedabad District	29	19
		Kaira District	32	11
		Bulsar Port . . . . .	...	...
		Surat District	2	3
		Palanpur Agency	12	1
		Mahi Kantha Agency . . . . .	...	...
		Bassein Port . . . . .	...	...
		Kalyan , , , , ,	...	...
		Thana , , , , ,	...	...
		Agashi , , , , ,	8	8
		Bandra , , , , ,	...	...
		Thana District	10	11
Central	Central	East Khandesh District	77	67
		Nasik District	1 (a)	1 (a)
		Poona City . . . . .	...	...
		Poona District	56	50
		Satara , , , , ,	412	256
Southern	Southern	Alibag Port . . . . .	...	...
		Panvel Port	3	4
		Kolaba District	3	3
		Vengurla Port . . . . .	...	...
		Ratnagiri District . . . . .	...	...
		Belgaum , , , , ,	146	82
		Hubli Town . . . . .	...	...
		Dharwar District	55	42
		Kanara , , , , ,	1	1
		Bijapur District	132	98
		Karachi Town and Port	10	10
		Karachi District . . . . .	...	...
Political Charges	Sind	Mandvi Port	3	4
		Cutch State . . . . .	...	...
		Veraval Port . . . . .	...	...
		Porbandar Port	20	7
		Kathiawar Agency	27	28
		Kolhapur and Southern Maratha Country	185	116
		Satara Agency	13	1
		Billimora Port . . . . .	...	...
		Baroda State	97	65
		TOTAL	1,364	911

(a) Imported.

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
MADEAS PRESIDENCY	...	Salem District	4	3
		Coimbatore Town	68	47
		Coimbatore District	108 (a)	72 (b)
		Ootacamund Town	9	8
		Nilgiris District	8 (c)	6 (d)
		Mangalore Port	2	2
		Calicut "	1	1
		Malabar District	1 (e)	1 (e)
		North Arcot District . . . . . . . . . .	...	...
		Chingleput " . . . . . . . . . .	...	...
		Cuddapah District . . . . . . . . . .	...	...
		Trichinopoly District	1 (e)	1 (e)
		Cochin State	1 (e)	...
BENGAL	Calcutta.	TOTAL . . .		
			203	141
Patna	Saran District Shahabad " Dinapore Patna City Patna District	Calcutta	11	11
		Saran District	11	3
		Shahabad " . . . . . . . . . .	...	...
		Dinapore	12	2
		Patna City . . . . . . . . . .	...	...
	Patna District		14	15
		TOTAL . . .		
			48	31

(a) Nine imported. | (b) Four imported. | (c) One imported. | (d) Two imported.
(e) Imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2123

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
Meerut	Muzaffarnagar City	.	...	...
	Aligarh City	.	...	...
	Meerut District	.	1	1
Agra	Etawah City	.	...	...
	Etawah District	.	8	8
	Fatehgarh	.	...	...
	Farrukhabad Town	.	...	...
	Farrukhabad District	.	4	4
	Mainpuri District	.	2	2
	Agra District	.	...	...
	Etah "	.	...	...
United Provinces	Bareilly District	.	...	...
	Budaun District	.	...	...
	Moradabad District	.	...	...
Allahabad	Cawnpur City	.	3	3
	Cawnpur District	.	2	2
Benares	Ballia District	.	136	129
	Jaunpur City	.	...	...
	Jaunpur District	.	...	...
	Ghazipur "	.	9	10
Gorakhpur	Azamgarh City	.	...	...
	Azamgarh District	.	45	48
	Gorakhpur City	.	5	5
	Gorakhpur District	.	12	15
Lucknow	Unao District	.	7	6
	Rae Bareli District.	.	...	3

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
UNITED PROVINCES	Fyzabad	Bara Banki Town . . . . .	...	...
		Bara Banki District . . . . .	...	...
	Delhi	TOTAL	234	236
		Gurgaon District	34	35
		Hissar "	67	55
		Delhi " . . . . .	...	...
	Jullundur	Rohtak District	1	1
		Karnal "	14	14
		Ambala " . . . . .	...	...
		Ludhiana "	8	5
PUNJAB	Jullundur	Hoshiarpur District	1	1
		Ferozepur "	6	4
	Lahore	Lahore District . . . . .	...	...
		Gurdaspur "	2	2
		Gujranwala " . . . . .	...	...
	Rawalpindi	Sialkot " . . . . .	...	...
		Shahpur District	2	1
	Multan	Lyallpur District . . . . .	...	...
	... .	Patiala State	95	72
		Jind State	7	3
	Pegu	TOTAL	237	193
		Rangoon Town	4	5
		Hanthawaddy District . . . . .	...	...
		Pegu " . . . . .	...	...
		Tharrawaddy "	7	7
BURMA	Irrawaddy	Prome "	4	4
		Maubin District . . . . .	...	...
		Bassein " . . . . .	...	...
		Henzada "	2	2
		Pyapon " . . . . .	...	...
	Tenasserim	Myaungmya " . . . . .	...	...
		Toungoo District . . . . .	...	...
		Thaton " . . . . .	...	...
		Moulmein Town	1	1
	Magwe	Amherst (Moulmein) District . . . . .	...	...
		Thayetmyo District	2	3

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2125

Presidency or Province.	Division.	Districts, States and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BURMA	Mandalay	Mandalay Town	2	2
		Maymyo Town . . . . .	..	..
		Mandalay District	7	4
		Bhamo " . . . . .	..	..
		Katha " . . . . .	..	..
SAGAING	Meiktila	Sagaing Lower Chindwin District	1	1
		Myingyan District	1	1
		Meiktila District . . . . .	..	..
		Yamethin District . . . . .	..	..
		TOTAL	31	30
NAGPUR	Nagpur	Nagpur City	822	769
		Kamptee Town	2 (a)	2 (a)
		Nagpur District	72	78
		Wardha Town	10 (c)	6(d)
		Wardha District	1 (a)	1 (a)
		Chanda District	1 (a)	1 (a)
		Bhandara Town	1 (a)	1 (a)
		Bhandara District	19 (b)	20 (b)
		Balaghat Town . . . . .	..	..
		Balaghat District . . . . .	..	..
CENTRAL PROVINCES (INCLUDING BERAR)	Jubbulpore	Jubbulpore Mandla Town	1 (a)	1 (a)
		Nimar District	1 (a)	1 (a)
		Hoshangabad District	1 (a)	1 (a)
		Nursingpur District	1 (a)	1 (a)
		Betul "	1 (a)	..
CHHATTISGARH	Raigarh	Chhattisgarh Bilaspur District . . . . .	..	..
		Raipur District	1 (a)	1 (a)

(a) Imported.

(b) Four imported.

(c) Three imported.

(d) Two imported.

N.B.—The number of plague seizures in the Katha District in Burma the week ending 25th September 1909 was 1,
and not 10 as shown in the statement for that week.

2126 SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL PROVINCES (INCLUDING BERAR)	Berar	Akola Town	1 (a)	1 (a)
		Akola District	85	57
		Buldana District	65 (b)	59 (b)
		Yeotmal District . . . . .	...	...
		Amraoti Town	1 (a)	...
		Amraoti District	65 (b)	63 (b)
	MINOR STATES	TOTAL . . .		
		Bangalore Civil and Military Station	26	23
		Bangalore City	16	14
		Bangalore District	25	22
		Mysore City	175	124
		Mysore District	54	38
		Hassan "	1	1
		Kadur "	28	24
		Kolar "	3	2
		Kolar Gold Fields . . . . .	...	...
HYDERABAD STATE	...	Tumkur District . . . . .	...	...
		Shimoga "	1	...
	...	Chitaldroog " . . . . .	...	...
TOTAL . . .			339	243
TOTAL . . .			29 (c)	28 (c)
TOTAL . . .			29	28

(a) Imported.

(b) One imported.

(c) Figure for the period from 20th to 26th September 1909.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909. 2127

Presidency or Provinces.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL INDIA	Indore City	.	...	...
	Indore State	.	406 (a)	294 (a)
	Indore Residency	.	17 (a)	6 (a)
	Ujjain City	.	...	...
	Gwalior "	.	...	...
	Gwalior State (portion in Bhopal)	.	...	...
	Dhar State	.	...	...
	Pathari "	.	...	...
	Malwa Agency	.	...	...
	Sundersai Pargana (in the Bhopal Agency)	.	...	...
	Nagode State	.	...	...
	Bhopal City	.	...	...
	Bhopal State	.	...	...
	Shahjahanpur Town	.	...	...
	Guaranteed Holding in Bhopal Agency	.	...	...
	Maksudangarh State	.	...	...
	Mhow Cantonment	.	6 (a)	5 (a)
	Neemuch "	.	...	...
	Orchha State	.	...	...
	Rutlam City	.	...	...
	Rutlam State	.	...	...
	Dewas Town	.	...	...
	Dewas State	.	...	...
	Narsingarh State	.	...	...
	Guaranteed Holdings in Malwa Agency	.	...	...
	Tonk State (portion in Central India).	.	...	...
	Baghelkhand Agency States.	.	...	...
	Rewa Town	.	...	...
	Rewa State	.	...	...
	Sehore Cantonment	.	...	...

(a) Figures for the week ending 25th September 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL INDIA	Sehore State . . . . .	...	...	...
	Datia City . . . . .	...	...	...
	Datia State . . . . .	...	...	...
	Sailana Town . . . . .	...	...	...
	Sailana State . . . . .	...	...	...
	Sitamar " . . . . .	...	...	2
	Piploda " . . . . .	...	...	...
	Bagli " . . . . .	...	...	...
	Jhabua " . . . . .	...	...	...
	Jaora Town . . . . .	...	...	...
	Jaora State . . . . .	...	...	...
	Agar Military Station . . . . .	...	...	...
	Manpur . . . . .	...	...	...
	Rajgarh State . . . . .	...	...	...
	Kurwai " . . . . .	...	...	...
	Barwani " . . . . .	...	...	...
TOTAL			429	305
RAJPUTANA AND AJMER-MERWARA	Mewar State	26	8	
	Partabgarh State . . . . .	...	...
	Chitor (Udaipur) State . . . . .	...	...
	Tonk State . . . . .	...	(a)	(a)
	Marwar State (Jodhpur)	(b) 4	(b) 2	
	Jaipur City	(b) 1	...	
	Jaipur State	57	45	
	Kishangarh Town . . . . .	...	...
	Bikaner State . . . . .	...	...
	Jhalawar " . . . . .	...	...
Kotah " . . . . .			...

(a) Figures for the week ending 1st October 1909.

(b) Imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2129

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
RAJPU-TANA AND AJMER-MERWARA	Sirohi State . . . . .		...	...
	Shahpura , , . . . .		...	...
	Dholpur " . . . . .		...	...
	Alwar City . . . . .		...	...
	Alwar State		6 (b)	4 (b)
	Beawar . . . . .		...	...
	Karauli State . . . . .		...	...
	Banswara Town . . . . .		...	...
	Banswara State . . . . .		...	...
	Bharatpur " . . . . .		...	...
	Ajmer City		216 } (b)	214 } (b)
	Ajmer District		1 }	1 }
	Deoli . . . . .		...	...
	Abu Road . . . . .		...	...
	Ajmer-Merwara District . . . . .		...	...
TOTAL			311	274
NORTH-WEST FRONTIER PROVINCE	Nowshera Cantonment		1 (a)	...
	TOTAL			1
KASHMIR	Jammu District . . . . .		...	...
	Mirpur " . . . . .		...	...
	Kathua " . . . . .		...	...
	TOTAL . . . . .			...

(a) Figure for the week ending 25th September 1909.
(b) Figures for the week ending 1st October 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BALUCHISTAN	S.	Sonmiani . . . . .	..................	..................
		Hirok . . . . .	..................	..................
		Sibi . . . . .	..................	..................
		Fort Sandeman . . . . .	..................	..................
		Las Bela State . . . . .	..................	..................
		TOTAL . . . . .	..................	..................
		GRAND TOTAL	4,377	3,460

H. A. STUART,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Rainfall summary for the seven days ending at 8 hrs. on Thursday, the 7th October 1909, based on the Indian Daily Weather Reports of the period.

The only heavy rain that occurred was that reported on the 1st October from a belt of country extending along the eastern sub-Himalayas from Tezpur to Purnea. It was caused by the shallow depression which at the close of the previous week was lying over northeast India; the disturbance did not last long and had practically disappeared by the morning of the 2nd. Fairly widespread rain was reported on the 2nd, 3rd and 4th from northeast India and on the 2nd and 3rd from Burma, but the area of rainfall due to the Bay current contracted considerably after the 4th, and by the end of the week rain was falling at only a few places, chiefly in Burma.

The Arabian sea current was weak and gave only local falls of rain in the Deccan and the south of the peninsula.

The week's rainfall was heavier than usual in Burma, northeast India (excluding Orissa), north Hyderabad and Mysore.

Burma.—Rain was recorded at all observatories. Skies were moderately clouded. Temperature was nearly normal.

Northeast India, including Orissa.—On the 1st general rain was reported from Bihar, but during the week rainfall occurred chiefly in Eastern Bengal and Assam. Skies were moderately to heavily clouded except towards the close of the week when they cleared almost completely in the western districts. Temperature was normal or in defect.

The United Provinces, Central India and the Central Provinces.—Gorakhpur and Bahraich were the only places that reported rain. Skies were clear or only lightly clouded over the greater part of the division. Temperature was approximately normal.

Northwest India.—No rain fell except at Mount Abu and Udaipur. Skies were almost free from cloud. Temperature did not differ much from the normal.

The Peninsula.—There were local falls of rain in the Deccan, Mysore and the south of Madras. Cloud was light to moderate. Temperature was nearly normal.

The following summarises the chief rainfall amounts as reported at 8 hrs. each day:—

October 1st.	Moulmein 2·43", Sibsagar 1·90", Tezpur 5·54", Jalpaiguri 9·62", Darjeeling 2·94", Purnea 4·19" and Salem 3·02".
" 2nd.	Diamond Island 2·50", Kyaukpyu 3·42", Akyab 2·66" and Monywa 3·19".
" 3rd.	Bhamo 2·13", Silchar 2·95", Saugor Island 2·83" and Bangalore 2·00".
" 4th.	Saugor Island 1·78" and Ranchi 2·53".
" 5th.	Moulmein 2·41" and Kodaikanal 1·78".
" 6th.	Silchar 2·40".

The seasonal rainfall from the 30th April to the 7th October is 20 per cent or more in defect in Central India (west), the Central Provinces (west) and Baluchistan. It is 20 per cent or more in excess in Bihar, Chota Nagpur, Rajputana, the east and north of the Punjab, the North-West Frontier Province, Mysore, the Madras Deccan and the southeast of Madras.

DIVISION.	RAINFALL DATA FOR WEEK ENDING ON 7TH OCTOBER 1909.			RAINFALL DATA FROM 30TH APRIL 1909 TO 7TH OCTOBER 1909.				SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
	Average actual rainfall in inches.	Average normal rainfall in inches.	Excess or defect in inches.	Average actual rainfall of season to date in inches.	Average normal rainfall in inches.	Excess or defect in inches.	This week.	Last week.	
	1	2	3	4	5	6	7	8	9
Bay Islands	0'3	3'2	- 2'9	97'3	88'3	+ 9'0	+ 10	+ 14	
Lower Burma	4'6	2'6	+ 2'0	141'1	129'6	+ 11'5	+ 9	+ 8	
Upper Burma	1'7	1'2	+ 0'5	40'0	36'4	+ 3'6	+ 10	+ 8	
Assam	4'1	1'4	+ 2'7	74'6	75'3	- 0'7	- 1	- 5	
Eastern Bengal	3'6	1'3	+ 2'3	80'2	73'6	+ 6'6	+ 9	+ 6	
Bengal	1'8	1'2	+ 0'6	65'1	52'4	+ 12'7	+ 24	+ 23	
Orissa	0	1'1	- 1'1	52'1	54'8	- 2'7	- 5	- 3*	
Chota Nagpur	1'1	0'8	+ 0'3	51'9	47'5	+ 4'4	+ 9	+ 8	
Bihar	1'9	1'0	+ 0'9	57'8	48'3	+ 9'5	+ 20	+ 18	
United Provinces, East	0'2	1'1	- 0'9	41'0	39'4	+ 1'6	+ 4	+ 6	
United Provinces, West	0	0'5	- 0'5	42'6	40'6	+ 2'0	+ 5	+ 6	
Punjab, East and North	0	0'1	- 0'1	26'6	21'8	+ 4'8	+ 22	+ 23	
Punjab, South-west	0	0	0	7'6	7'9	- 0'3	- 4	- 4	
Kashmir	0	0'1	- 0'1	5'7	5'2	+ 0'5	+ 10	+ 12	
N. W. Frontier Province	0	0	0	6'8	5'5	+ 1'3	+ 24	+ 24	
Baluchistan	0	0	0	0'2	1'3	- 1'1	- 85	- 85	
Sind	0	0	0	4'4	5'1	- 0'7	- 14	- 14	
Rajputana, West	0	0'1	- 0'1	19'3	11'2	+ 8'1	+ 72	+ 72	
Rajputana, East	0'1	0'1	0	28'9	22'0	+ 6'9	+ 31	+ 32	
Gujarat	0	0'2	- 0'2	29'6	26'0	+ 3'6	+ 14	+ 15	
Central India, West	0	0'4	- 0'4	22'8	30'4	- 7'6	- 25	- 24	
Central India, East	0	0'9	- 0'9	33'9	41'9	- 8'0	- 19	- 17	
Berar	0'1	0'8	- 0'7	27'1	30'3	- 3'2	- 11	- 8	
Central Provinces, West	0	0'6	- 0'6	36'5	45'7	- 9'2	- 20	- 19	
Central Provinces, East	0	0'5	- 0'5	39'6	48'6	- 9'0	- 19	- 18	
Konkan	0	1'4	- 1'4	89'7	94'2	- 4'5	- 5	- 4	
Bombay Deccan	0'9	1'4	- 0'5	27'2	25'1	+ 2'1	+ 8	+ 11	
Hyderabad, North	1'4	0'4	+ 1'0	31'6	30'7	+ 0'9	+ 3	0	
Hyderabad, South	0'4	0'7	- 0'3	27'6	26'9	+ 0'7	+ 3	+ 4	
Mysore	2'2	1'7	+ 0'5	26'6	21'3	+ 5'3	+ 25	+ 24	
Malabar	0'5	1'7	- 1'2	95'6	83'7	+ 11'9	+ 14	+ 16	
Madras, South-east	1'3	1'2	+ 0'1	19'6	14'1	+ 5'5	+ 39	+ 42	
Madras Deccan	0'4	1'3	- 0'9	24'7	19'7	+ 5'0	+ 25	+ 32	
Madras Coast, North	0'1	1'1	- 1'0	26'5	24'2	+ 2'3	+ 10	+ 15	

GEORGE C. SIMPSON,
for Director-General of Observatories.
R. W. CARLYLE,
Secretary to the Government of India.

* SIMLA;

The 7th October 1909.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,
2nd October 1909.

Burma.—The rainfall during the week was general. It was mostly heavy in Lower Burma and moderate in Upper Burma. Transplanting of winter rice has practically been completed. Reaping of autumn sesamum continues and sowing of winter sesamum is approaching completion. Cultivation of miscellaneous winter crops is in progress in Upper Burma. Reaping of hill side rice has commenced in parts and plucking of cotton has begun at one centre. Standing crops are generally in good condition and prospects are satisfactory. The price of unhusked rice has fallen considerably in one district and slightly in another and is stationary elsewhere.

Eastern Bengal and Assam.—The weather during the week was rainy. The rainfall has been heavy in parts of the Rajshahi division and the districts of Sylhet, Tippera and Bakarganj. More sun is wanted in Jalpaiguri for tea and in the Chittagong Hill Tracts for cotton. The condition of standing crops has been materially improved by the recent rains. Prospects of sugarcane, tea and winter rice are good but cotton does not promise well. Ploughing of fields for tobacco has commenced and sowing of pulses has begun in the Assam Valley. Harvesting of jute is almost over. The average price of common rice has fallen by about 3 per cent. Cattle disease is prevalent in several districts.

Bengal.—Rain was general all over the Province. The fall was heavy in the Bhagalpur division and also in Birbhum, Midnapur, Muzaffarpur, Singhbhum and Cooch Behar. It was moderate in Shahabad, Champaran and in Chota Nagpur and light elsewhere. The rain has benefited winter paddy and prospects of this crop are good. Some damage has been done to the crop in the flooded tracts of Midnapur, Hooghly, Howrah and Murshidabad. Sugarcane is doing well. Harvesting of autumn crops is approaching completion. Fairly good crops have already been harvested in some districts. Injury by insect-pests is reported from Balasore and Sambalpur. The price of common rice has fallen in Burdwan, Bankura, Hooghly, Howrah, Patna, Gaya, Monghyr, Sambalpur and Palamau and in the Presidency and Tirhoot divisions; and has risen slightly in Shahabad, Angul and Ranchi. Cattle disease is reported from several districts. The fodder and water supply is sufficient throughout the Province.

United Provinces.—Useful rain fell in the majority of the eastern and eastern sub-montane districts. Rain is urgently needed in Bahraich and is also required in Farrukhabad and parts of Kheri. Prospects of standing crops elsewhere are most favourable. Some injury from insects is reported to *juar* in several districts. Harvesting of autumn crops continues. Gram is being sown and fields are being prepared for other spring crops. Agricultural stock are generally in good condition but cattle disease prevails in twenty-eight districts. Markets are well stocked. Prices have fallen in fourteen districts and have risen in five. In several other districts the prices of spring grains have risen while those of autumn grains have fallen.

Punjab.—No rain fell during the week. The condition of standing crops is generally good to average in parts of the Mianwali district where crops are suffering for want of rain. Autumn crops, such as bulrush millet, great millet, maize, rice, etc., are being harvested. Cotton-pickings have commenced in some districts. Crops are being damaged by insects in Ferozepore, Lahore and Shahpur and by rats in Ferozepore, Lahore, Sialkot and Gujranwala. Locusts have appeared in Mianwali. Ploughings for, and sowings of, spring crops continue. Prices are generally unchanged but have fallen.

slightly in some districts. Cattle are in good condition. Fodder is sufficient. Complaints of a short water supply continue to be received from the Samundri tahsil of the Lyallpur district.

North-West Frontier Province.—No rain fell during the week. Rain is needed in the Peshawar district. The condition of standing crops is generally average throughout the Province. The outturn of fruits and vegetables is average in the Peshawar tahsil of the Dera Ismail Khan district. *Bajra* and *juar* crops have been damaged by insects. Sowings of spring crops are in progress. Sowing of gram has also commenced in the Bannu district. The water supply and fodder are sufficient except in the Shigga circle of the Marwat tahsil in the Bannu district. There has been no irrigation from the Paharpur canal in the Dera Ismail Khan district. Cattle are generally in good condition except that disease is reported from four villages. The public health is generally good throughout the Province except that malarial fever is said to be prevalent in the Peshawar district. Prices of wheat and barley show a slight tendency to fall. Prices :—wheat 11 to $12\frac{1}{2}$; gram $13\frac{1}{2}$ to $15\frac{1}{2}$; maize $13\frac{1}{2}$ to $16\frac{1}{2}$; *bajra* 13 to 15; and barley $20\frac{3}{16}$ seers per rupee.

Jammu.—No rain fell during the week. Prices are fluctuating. Wheat sells from $10\frac{1}{2}$ to 16 and maize from $15\frac{1}{2}$ to 22 seers per rupee. The condition of standing crops is fair. Cattle disease of mild type prevails in three tahsils. Fodder is sufficient. Land is being prepared for sowing of spring crops.

Kashmir.—The weather was bright. No rain fell during the week. Inundated water has decreased. Autumn crops have been damaged on account of the last flood. The condition of the remaining crops is average. There is no disease among cattle. Fodder is average. Prices are unchanged.

Rajputana.—Showers of rain were received in places. Standing crops and prospects are good. Harvesting of autumn crops and ploughing and sowing of land for spring crops have commenced. Cattle disease prevails in places in Mewar and Karauli. Pasturage and fodder are ample. Prices are steady or falling throughout except in Marwar, Shahpura, Tonk, Alwar and Karauli.

Central India.—The rainfall was general in Gwalior, Indore, Bundelkhand and Bhopawar; partial in Bhopal and Malwa; and *nil* elsewhere. Harvesting of autumn crops continues. Sowing of spring crops has commenced in parts of Baghelkhand and Bhopawar. Crops have been damaged slightly in parts of Indore, Bhopal and Bhopawar. Agricultural stock are satisfactory except for some cattle disease in parts of Gwalior, Indore, Baghelkhand, Bundelkhand and Bhopawar. Prices are falling slightly in Malwa and Bhopawar and are stationary but high elsewhere.

Central Provinces.—The weather was hot and occasionally cloudy. The mornings and nights were cool during the week. Hoshangabad, Raipur, Akola and Buldana had a sprinkling of rain. The outlying tahsil of Burhanpur in Nimar received good showers amounting to $3\frac{1}{2}$ inches. Rain was also received in some parts of the Amravati district. More rain is required in Seoni, Chhindwara, Nagpur and the districts of Chhattisgarh. Harvesting of early crops, sowing of linseed and gram and preparation of land for sowing of spring crops continue. The condition of autumn crops is generally good except that damage by insect-pests to *til* which was resown in the Seoni tahsil of the Hoshangabad district continues. Narsinghpur expects a bumper crop. Elsewhere, the estimated outturn in most districts is expected to be good. Fodder and water are ample everywhere. Agricultural stock are in good condition. Prices :—gram in Mandla and *juar* in Nimar rose by 1 seer per rupee. Rice in Damoh and Jubbulpore and *juar* in Yeotmal fell by 1 to 2 seers. Elsewhere prices were stationary or fluctuated slightly.

Feudatory States.—During the week rain was received in ten States, the quantity registered not exceeding $2\frac{1}{4}$ inches. The rainfall was very beneficial to standing crops

but one more shower would be welcome in Chhuikhadan, Raj-Nandgaon and Sirguda. More rain is required for rice crops in Kawardha. Preparation of land for sowing of spring crops is in progress. Sowing of linseed and gram have begun. Prospects are generally good. Fodder and water are sufficient. Prices :—the price of wheat, rice and *kodon* fell slightly in Raj-Nandgaon. Rice sells cheaper by 1 and 3 seers per rupee in Raigarh and Sakti respectively. Prices are steady elsewhere.

Bombay.—The rainfall during the week was good in Ahmednagar, Poona, Satara, Savantvadi and Kolhapur; moderate in the Konkan, Khandesh, Nasik, Sholapur, the Karnatak, Kathiawar and Rewa Kantha; and slight in Gujarat, Baroda and Mahi Kantha. The rainfall was generally sufficient but more is needed in parts of Karachi, Kanara, Poona, Satara and Dharwar. Standing crops are suffering from insufficient moisture in the Upper Sind Frontier and Poona. They have been damaged slightly by rats in Karachi and Hyderabad; by insects in parts of Sind, the Deccan and the Karnatak; and are generally good elsewhere. The autumn harvest is progressing generally. Lands are being prepared for spring crops in parts of Sind, Gujarat, West Khandesh, Nasik, Poona and the Gujarat Native States. Sowing of spring crops continues in parts of the Upper Sind Frontier and is general in the Presidency Proper. The fodder supply is generally adequate. Agricultural stock are sufficient except in Ahmednagar, Poona and Sholapur and are generally in good condition. Drinking water is generally adequate. Water for irrigation is deficient in Larkana, the Upper Sind Frontier and Nasik. Grain stocks are sufficient. Prices have fallen in sixteen districts and are stationary elsewhere. The quantity purchasable per rupee is in Sind 3 to 35 per cent; in Gujarat 7 to 26 per cent; in the Konkan 9 to 32 per cent; and in the Karnatak 11 to 24 per cent less than the normal. In the Deccan the quantity purchasable per rupee ranges from 12 per cent more than the normal to 13 per cent less. There are 64 persons on gratuitous relief in Bijapur.

Hyderabad.—The rainfall during the week was 86 cents. The rain was general. The fall was good in Usmanabad, Aurangabad, Bir and Paloncha; fair in the Mahbub-nagar, Gulbarga and Nizamabad districts; and poor elsewhere, especially in parts of Telingana. The highest falls were :—5 inches 2 cents in the Aurangabad taluka; 4 inches 27 cents in the Bir taluka; and 4 inches 8 cents in the Usmanabad taluka. General prospects are fair to good. The autumn crop is good in some places and is generally fair. The crop has been damaged somewhat by excess of rain in parts of the Aurangabad district and has suffered for want of rain in the Warangal district and other isolated tracts. The crop is being harvested in a few places. Early rice is being weeded. The crop is fair to good but requires more rain in parts and has been damaged by insects in parts of the Medak and Nalgonda districts. Lands are under preparation for spring crops and sowings still continue. The crop requires more rain. Koppal, in the Salar Jang Estate received 1 inch 40 cents of rain during the week and prospects are satisfactory there. Cattle disease prevails in nine talukas. Prices :—wheat 6½; coarse rice 7½; and *juar* 15 seers per rupee. White *juar* is selling in Hyderabad City at 13 seers per rupee. Yellow *juar* is not available. The highest price in districts is 9 seers in Paloncha, Adilabad and Chinnur and the lowest 30 seers in the Nilanga taluka of the Bidar district.

Mysore.—The rainfall was slight throughout the State. Prices of food grains are generally steady and markets are well supplied. Standing crops are in good condition. Prospects of the season are good. Cattle are generally healthy. Water and fodder are available.

Coorg.—The rainfall during the week was 1 inch 43 cents. Picking of cardamom continues. Prices of food grains are high. The public health is fair. Water and fodder for cattle are sufficient. Cattle disease prevails in parts.

Madras.—The rainfall during the week was *nil* in Madras; light to fair in Kistna, Guntur, Bellary, Cuddapah, Nellore, Coimbatore, Tinnevelly, Malabar and South Canara;

and good elsewhere. Irrigation supplies are sufficient except in parts of Ganjam, Godavari, Bellary, Anantapur, Nellore and Coimbatore. Ploughing, sowing, weeding and transplanting are in progress in parts. Standing crops are fair to good but dry crops in parts of Bellary and Coimbatore require more rain or are withering; some in parts of Bellary have been affected by locusts; and some in parts of Cuddapah are diseased. Harvests continue in parts with outturn mostly fair to normal. Pasture is sufficient except in parts of Bellary, Coimbatore and Tinnevelly. Fodder is scanty in parts of Godavari, Bellary and Cuddapah. The condition of cattle is generally good. The price of rice is stationary in six districts; has fallen in fourteen; and has risen in three. The prices of millets have fluctuated as follows:—*Ragi* is stationary in seven districts; has fallen in eleven; and has risen in three. *Cholam* is stationary in four districts; has fallen in seven; and has risen in four. *Cumbu* is stationary in four districts; has fallen in seven; and has risen in four. The public health is generally good. Prospects are generally good. The condition of the labouring classes is good and employment is available. Grain stocks are generally sufficient.

Statement of Approximate Gross Earnings of Indian
Railways.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RAILWAYS.	RESULTS OF WORKING DURING 2ND-HALF OF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEAR.							
	AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.	Total earnings for week ending		Total earnings from 1st July to		Total earnings from 1st April to		Increase.		Decrease.		Increase.		Decrease.		
	During official year 1908.	1909.		26th September 1908.	25th September 1909.	1908.	1909.	26th September 1908.	25th September 1909.	R	R	R	R	R	R	R	R	
State and Guaranteed Railways.																		
Bengal-Nagpur (including 2' 6" gauge lines)	222	242	2,123	2,350	5,94,857	4,48,000	280	191	54,75,886	59,27,000	...	3,98,886	1,23,40,086	1,29,92,000	6,51,014	...		
Bezwada Extension	281	307	21	5,277	5,390	251	252	71,495	61,600	...	9,896	1,71,685	1,44,000	...	27,685	...		
Bombay, Baroda and Central India (incldg. V.-Wadhwani Section 3' 3½" gauge)	679	791	504	574	3,09,321	2,84,000	614	563	35,24,185	39,21,000	...	97,52,619	1,04,88,000	7,35,381	...	...	...
Nagda-Muttra	36	33	139	313	5,111	10,400	37	33	55,371	88,800	33,429	...	1,44,153	1,90,000	53,847	...	...
Eastern Bengal (incldg. 3' 3½" and 2' 6" gauge lines)	460	405	1,274	1,497	8,65,307	8,38,000	679	560	64,82,263	67,38,000	2,55,737	...	1,20,61,174	1,25,43,000	4,81,826	...	...
East Indian	652	674	2,338	2,338	15,65,990	13,48,000	670	577	1,90,58,774	1,65,99,000	...	24,59,774	3,98,20,86	3,73,84,000	1,34,47,716	...	24,36,806	
Great Indian Peninsula	493	570	1,606	1,606	6,44,864	7,10,000	402	442	76,10,434	82,30,000	6,13,566	...	1,93,47,284	2,06,89,000	...	1,34,47,716	...	
Agra-Delhi Chord	214	219	126	126	2,3273	29,600	185	235	3,37,0,5	3,07,0,00	...	30,005	7,55,714	6,69,003	...	86,714	...	
Baran Kotah	10	11	13	40	1,113	1,500	9	37	1,59	1,7,000	16,010	...	(a) 1,590	29,930	28,310	...	4,014,471	...
Indian Midland (incldg. Bhopal-Itarsi)	192	214	916	916	1,46,770	1,62,000	160	177	18,72,936	17,03,000	...	1,64,986	48,02,471	43,98,000	...	...	...
Madras and Southern Mahratta (including 3' 3½" gauge lines)	202	219	2,542	2,578	4,24,580	5,22,000	167	204	59,54,219	63,73,000	...	1,18,751	36,82,772	35,33,61,000	5,27,634	...	83,56,533	
North-Western (including 2' 6" gauge lines)	279	299	3,614	3,670	10,28,342	11,25,000	285	307	1,25,72,238	1,6,160,000	...	2,70,0,447	75,97,838	79,60,000	3,02,192	...	...
Oudh and Rohilkhand (incldg. C.-Burhwal 3' 3½" link)	208	233	1,298	1,298	2,32,686	2,75,000	179	213	31,19,622	34,59,000	1,39,378	...	4,580	1,85,761	1,7,92,000	14,761	...	...
Hardwar-Dehra	205	226	32	32	5,521	5,500	173	172	73,780	69,200	...	1,602	...	21,1,75	26,000	...	4,725	...
Assam-Pengal	119	118	771	771	1,05,022	1,21,000	136	157	10,34,917	11,14,000	79,083	...	21,36,935	22,57,000	1,29,065	...	...	...
Bezwada-Masulipatam	105	122	49	53	3,933	2,900	80	56	61,919	73,100	11,181	...	1,52,294	1,74,000	21,700	...	...	...
Burma	204	241	1,475	1,527	3,50,974	3,84,000	238	251	34,85,012	34,76,000	...	9,012	83,24,539	87,18,000	3,93,461	...	...	...
Jodhpur-Hyderabad (British Section)	107	111	124	124	14,646	19,400	118	155	1,51,746	1,7,1,000	21,254	...	3,51,441	3,88,003	3,5,559	...	...	...
Lucknow-Bareilly	133	159	200	200	25,390	27,8,00	127	139	2,74,931	2,78,000	3,059	...	7,16,21	7,1,000	54,799	...	...	...
Mysore	146	146	401	401	56,158	46,200	140	115	7,08,219	5,61,000	...	1,47,219	15,05,209	12,07,000	...	...	...	...
Paiapur-Deesa	40	52	17	17	461	600	27	35	5,498	7,1,00	1,602	...	...	21,1,75	26,000	...	4,725	...
Rajputana-Malwa (including Godhra-Rutlam-Nagda 5' 6" gauge)	223	245	1,914	1,913	3,57,946	3,49,000	187	182	45,29,518	45,68,000	38,482	...	1,12,18,840	1,14,65,000	2,65,160	...	...	...
South Indian (including 5' 6" and 2' 6" gauge lines)	286	292	1,386	1,396	3,65,242	3,83,000	264	274	45,14,206	48,14,000	2,99,794	...	99,65,737	1,05,05,000	5,39,243	...	...	...
Tanjore Dist. Board	128	130	103	103	11,331	12,700	110	118	1,55,220	1,58,000	2,780	...	3,00,140	3,45,000	2,98,000	...	24,360	...
Travancore Branch	118	117	108	108	11,476	10,600	105	98	1,47,319	1,39,000	1343,000	...	8,349	3,22,360	3548,500	...	2,94,500	...
Tirhoot State	180	200	774	775	4,94,000	1,07,000	141	138	15,92,860	13,43,000	2,49,600	...	2,49,600	3948,500	36,54,000	...	...	...
Jorhat	63	60	30	30	2,816	2,500	94	83	24,672	21,600	...	3,072	47,310	46,000	...	1,310	...	
Total	302	322	23,898	24,706	72,66,512	72,35,300	304	293	8,28,56,936	8,53,85,000	25,28,064	...	18,69,24,745	19,72,72,900	1,03,48,155	...	...	...

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 9, 1909.

2139

Amritsar-Patti	128	28	2,766	2,500	99	89	58,037	50,000	... 1,52,938	1,4195	17,400	125	151	1,43,023	7,827	1,01,424	1,09,000	7,576	... 21,226
Bhopal-Ujjain	127	134	114	114	148	148	3,855	7,000	49	48,813	7,000	61,100	126	43,900	61,100	12,287	29,938	3,65,774	3,87,070
Bijnor-Goona-Baran	30	43	148	148	162	162	33,746	31,200	208	193	4,39,817	4,34,900	4,34,900	5,817	10,09,147	2,03,392	1,52,000	1,52,000	51,393
Delhi-Umballa-Kalka	242	251	162	162	16	16	1,278	1,300	80	81	15,979	16,503	16,503	521	40,359	41,300	41,300	41,300	6,147
Jammu-Kashmir (Native State Section)	98	103	16	16	1,278	1,278	1,278	1,300	80	81	15,979	16,503	16,503	521	40,359	41,300	41,300	41,300	6,147
Kolar Gold-fields	417	379	10	10	6,271	2,700	627	270	51,720	51,720	23,000	161	215	116	24,000	32,200	19,520	98,700	67,000
Ludhiana-Dhuri-Jakhal	150	152	79	79	10,955	9,100	139	115	1,43,023	1,43,023	1,43,023	1,22,000	1,22,000	1,22,000	1,22,000	1,22,000	21,023	3,30,467	3,24,000
Nagda-Ujjain "Ludhiana" extension	104	126	34	34	3,048	1,900	197	56	36,784	36,784	21,400	21,400	21,400	21,400	21,400	21,400	1,07,000	1,07,000	1,07,000
Nizam's Guaranteed State	241	263	334	334	73,915	71,500	222	214	8,77,323	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	
Petted.Cambay	111	132	34	34	2,921	3,200	86	94	43,542	42,200	42,200	42,200	42,200	42,200	42,200	42,200	42,200	42,200	
Rajput-Bhatinda	197	218	107	107	17,228	23,000	107	107	2,53,186	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	
Southern Punjab	148	155	425	425	64,440	49,570	152	116	7,01,219	7,22,000	7,22,000	7,22,000	7,22,000	7,22,000	7,22,000	7,22,000	7,22,000	7,22,000	
Tapti Valley	92	97	155	155	10,723	9,970	69	64	1,83,182	1,77,000	1,77,000	1,77,000	1,77,000	1,77,000	1,77,000	1,77,000	1,77,000	1,77,000	
Tarkesur	107	132	34	34	73,915	71,500	222	214	8,77,323	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	8,44,010	
Ahmedabad-Dholka	59	71	34	34	1,773	1,773	52	50	23,104	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	
Ahmedabad-Parantji	86	104	55	55	4,351	4,351	1,12,000	112,000	103	14,70,647	14,22,000	14,22,000	14,22,000	14,22,000	14,22,000	14,22,000	14,22,000	14,22,000	14,22,000
Bengal and North-Western	137	157	1,017	1,092	1,13,558	21,104	22,100	138	144	2,58,602	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000
Bengal Dooars	146	133	153	153	134	178	8,431	8,431	283	283	283	283	283	283	283	283	283	283	
Bhavnagar-Gondal-Junagadh-Porbandar	101	122	459	459	52,506	44,700	114	97	5,28,212	4,83,000	4,83,000	4,83,000	4,83,000	4,83,000	4,83,000	4,83,000	4,83,000	4,83,000	
Libru-Sadiya	259	250	78	78	25,627	25,627	22,100	22,100	329	329	329	329	329	329	329	329	329	329	
Gackwar's Mehsana (including Vijaipur-Kalol-Kadi)	67	106	134	134	1,092	1,092	1,12,000	112,000	63	46	1,03,072	1,25,000	1,25,000	1,25,000	1,25,000	1,25,000	1,25,000	1,25,000	1,25,000
Hyderabad-Godavari Valley	126	156	392	392	40,769	38,600	104	98	5,15,345	4,67,000	4,67,000	4,67,000	4,67,000	4,67,000	4,67,000	4,67,000	4,67,000	4,67,000	
Japur Jodhpur-Bikaner	28	31	73	73	2,125	2,125	1,800	29	2,1848	2,22,000	2,22,000	2,22,000	2,22,000	2,22,000	2,22,000	2,22,000	2,22,000	2,22,000	
Kolhapur Khas-Jhudo (b)	123	146	29	29	3,720	4,600	128	128	1,9	43,108	56,400	13,292	13,292	13,292	13,292	13,292	13,292	13,292	13,292
Mirpur Khas-Vankanaer-Morvi 2' 6" gauge)	93	102	93	93	8,851	11,503	95	124	1,13,737	1,01,000	1,01,000	1,01,000	1,01,000	1,01,000	1,01,000	1,01,000	1,01,000	1,01,000	
Mynesingh-Jamalpur-Jagannathganj	160	157	54	54	9,661	7,400	179	137	86,050	78,200	78,200	78,200	78,200	78,200	78,200	78,200	78,200	78,200	
Rohilkund and Kumaon	98	115	214	214	30,041	26,900	140	126	2,74,208	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	2,81,000	
Sangli	108	138	5	5	591	900	118	180	7,279	10,700	10,700	10,700	10,700	10,700	10,700	10,700	10,700	10,700	
Shorapur-Kochin	127	136	65	65	7,108	9,600	109	148	89,220	1,19,000	1,19,000	1,19,000	1,19,000	1,19,000	1,19,000	1,19,000	1,19,000	1,19,000	
Udaipur-Chitor	56	71	67	67	3,834	3,600	57	54	38,832	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	
Barsi	93	106	78	78	4,127	5,500	53	70	89,675	1,37,000	1,37,000	1,37,000	1,37,000	1,37,000	1,37,000	1,37,000	1,37,000	1,37,000	
Cooch-Bihar	111	113	34	34	3,187	3,000	94	88	42,46	35,600	35,600	35,600	35,600	35,600	35,600	35,600	35,600	35,600	
Gokhwar's Dabhoi	71	96	94	94	5,391	6,100	57	65	72,203	82,300	82,300	82,300	82,300	82,300	82,300	82,300	82,300	82,300	
Rajpipla	33	42	37	37	2,499	1,100	68	30	15,021	14,700	14,700	14,700	14,700	14,700	14,700	14,700	14,700	14,700	
Darjeeling-Himalayan	360	363	51	51	24,625	17,000	483	333	2,05,204	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	
Total	125	140	5,748	5,985	6,86,202	6,50,100	119	109	80,02,839	79,18,000	79,18,000	79,18,000	79,18,000	79,18,000	79,18,000	79,18,000	79,18,000	79,18,000	
GRAND TOTAL	268	287	29,646	30,691	78,85,460	79,52,714	268	257	9,08,59,775	9,33,03,000	24,43,225	24,43,225	24,43,225	24,43,225	24,43,225	24,43,225	24,43,225	24,43,225	24,43,225

(a) From 1st July 1908.

la, the 7th October 1909.

(b) Opened from 2nd May 1908.

C. F. ANDERSON, Captain, R.E.,
for Secretary, Railway Board.

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRINTING OFFICE, Simla.



SUPPLEMENT TO
The Gazette of India.

No. 42.}

SIMLA, SATURDAY, OCTOBER 16, 1909.

OFFICIAL PAPERS

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Rainfall summary for the seven days ending at 8 hrs. on Thursday, the 14th October 1909, based on the Indian Daily Weather Reports of the period.

The rainfall of the week occurred chiefly in Burma, where it was above the average, and in the south of the peninsula. On the 12th changes took place in the pressure distribution which made conditions less favourable for the diversion of the Bay current into Burma, and rainfall decreased there. On the 14th the barometer fell in Tenasserim and a depression was shown apparently entering the Andaman sea from the east. A disturbance affected Kashmir on the 13th and 14th, and rain and snow were reported on the 14th from the mountain region in the extreme north. In northeast India and the peninsula rainfall was in general defect, Madras (southeast) being the only division in these parts of the country where the normal quantity of rain was received.

Burma.—Rain fell in all parts of the province except the extreme north. Cloud was moderate to heavy up to the 13th when it decreased. Maximum temperature was in defect at some stations.

Northeast India, including Orissa.—Only a few scattered falls of rain occurred. Skies were clear over a large part of the division and lightly to moderately clouded elsewhere. Temperature agreed closely with the normal.

The United Provinces, Central India and the Central Provinces.—There was no rain, and skies were cloudless on most days of the week. Temperature was approximately normal.

Northwest India.—At the close of the week weather was disturbed in the northwest Himalayas and rain and snow fell in Kashmir and hail at Murree. During this disturbance moderate to heavy cloud appeared in the extreme north, but during the rest of the week skies were clear almost throughout the division. A rapid fall of temperature followed the precipitation in the extreme north: temperature was generally normal or in slight excess elsewhere.

The Peninsula.—Rain fell locally in the south of the peninsula and a few falls occurred in the Bombay Deccan. Skies were clear or lightly clouded in the north and lightly to moderately clouded in the south. Temperature was nearly normal.

The following summarises the chief rainfall amounts as reported at 8 hrs. each day:—

October 8th. Toungoo 1·53" and Mercara 1·72".

„ 9th. Moulmein 4·00", Chittagong 4·15", Poona 1·60" and Mercara 1·48".

„ 10th. Mergui 3·00", Yamethin 1·47", Maymyo 1·48" and Sibsagar 1·37".

„ 11th. Minbu 1·54", Mandalay 1·90" and Chitaldroog 1·70".

„ 12th. Salem 2·86".

„ 13th. Coimbatore 1·34".

„ 14th. Murree 1·57" and Pamban 4·09".

Last week's rainfall has not caused any large changes in the abnormal features of the season's rainfall. An excess of 20 per cent or more is shown in Bengal proper, Rajputana, the Punjab (east and north), the North-West Frontier Province, Mysore and Madras (southeast), and a defect of a similar amount in Central India, the Central Provinces (west) and Baluchistan.

DIVISION.	RAINFALL DATA FOR WEEK ENDING ON 14TH OCTOBER 1909.			RAINFALL DATA FROM 30TH APRIL 1909 TO 14TH OCTOBER 1909.				SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
	Average actual rainfall in inches.	Average normal rainfall in inches.	Excess or deficit in inches.	Average actual rainfall of season to date in inches.	Average normal rainfall in inches.	Excess or deficit in inches.	This week.	Last week.	
								8	9
Bay Islands	2.5	3.0	- 0.5	99.8	91.3	+ 8.5	+ 9	+ 10	
Lower Burma	2.9	2.1	+ 0.8	146.2	133.3	+ 12.9	+ 10	+ 9	
Upper Burma	2.1	1.1	+ 1.0	42.0	37.5	+ 4.5	+ 12	+ 10	
Assam	0.6	1.2	- 0.6	75.1	76.5	- 1.4	- 2	- 1	
Eastern Bengal	0.7	1.3	- 0.6	81.0	74.9	+ 6.1	+ 8	+ 9	
Bengal	0	1.4	- 1.4	65.1	53.8	+ 11.3	+ 21	+ 24	
Orissa	0	1.8	- 1.8	52.1	56.5	- 4.4	- 8	- 5	
Chota Nagpur	0	0.7	- 0.7	51.9	48.2	+ 3.7	+ 8	+ 9	
Bihar	0	0.8	- 0.8	57.8	49.1	+ 8.7	+ 18	+ 20	
United Provinces, East	0	0.4	- 0.4	41.0	39.8	+ 1.2	+ 3	+ 4	
United Provinces, West	0	0.1	- 0.1	42.6	40.7	+ 1.9	+ 5	+ 5	
Punjab, East and North	0	0	0	26.6	21.8	+ 4.8	+ 22	+ 22	
Punjab, South-west	0	0	0	7.6	7.9	- 0.3	- 4	- 4	
Kashmir	0.2	0.1	+ 0.1	5.9	5.2	+ 0.7	+ 13	+ 10	
N. W. Frontier Province	0	0	0	6.8	5.5	+ 1.3	+ 24	+ 24	
Baluchistan	0	0	0	0.2	1.3	- 1.1	- 85	- 85	
Sind	0	0	0	4.4	5.1	- 0.7	- 14	- 14	
Rajputana, West	0	0	0	19.3	11.3	+ 8.0	+ 71	+ 72	
Rajputana, East	0	0	0	28.9	22.0	+ 6.9	+ 31	+ 31	
Gujarat	0	0.1	- 0.1	29.6	26.0	+ 3.6	+ 14	+ 14	
Central India, West	0	0.1	- 0.1	22.8	30.5	- 7.7	- 25	- 25	
Central India, East	0	0.3	- 0.3	33.9	42.2	- 8.3	- 20	- 19	
Berar	0	0.5	- 0.5	27.1	30.8	- 3.7	- 12	- 11	
Central Provinces, West	0	0.3	- 0.3	36.5	46.0	- 9.5	- 21	- 20	
Central Provinces, East	0	0.4	- 0.4	39.6	49.0	- 9.4	- 19	- 19	
Konkan	0	1.1	- 1.1	89.7	95.3	- 5.6	- 6	- 5	
Bombay Deccan	0.4	0.7	- 0.3	27.6	25.8	+ 1.8	+ 7	+ 8	
Hyderabad, North	0	0.3	- 0.3	31.6	31.0	+ 0.6	+ 2	+ 3	
Hyderabad, South	0.2	0.6	- 0.4	27.8	27.5	+ 0.3	+ 1	+ 3	
Mysore	1.3	1.8	- 0.5	27.9	23.1	+ 4.8	+ 21	+ 25	
Malabar	0.5	2.5	- 2.0	96.1	86.2	+ 9.9	+ 11	+ 14	
Madras, South-east	1.7	1.7	0	21.3	15.8	+ 5.5	+ 35	+ 39	
Madras Deccan	0	1.1	- 1.1	24.7	20.8	+ 3.9	+ 19	+ 25	
Madras Coast, North	0	2.2	- 2.2	26.5	26.4	+ 0.1	0	+ 10	

GEORGE C. SIMPSON,
for Director-General of Observatories.
R. W. CARLYLE,
Secretary to the Government of India.

SIMLA;
The 14th October 1909.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,
9th October 1909.

Burma.—The rainfall during the week was general and well distributed. Transplanting of winter rice has been completed in Lower Burma and is approaching completion in Upper Burma. Reaping of autumn rice and autumn sesamum is progressing. Sowing of winter sesamum is nearly finished. Cultivation of miscellaneous winter crops is progressing satisfactorily. Standing crops are doing well and crop prospects are satisfactory. The price of unhusked rice has fallen at some of the principal trade centres and has advanced slightly at some other centres.

Eastern Bengal and Assam.—The weather during the week was seasonable. The rainfall throughout the Rajshahi division was very light. Elsewhere, it also showed a decrease, the heaviest falls being noticed in Manipur and South Sylhet. Ploughing of fields for mustard, tobacco and other spring crops continues. Sowing of pulses is in progress in the Assam Valley. Reaping of wet rice has commenced in the hills. Harvesting of jute is practically over. Winter rice promises a good outturn. Prospects of tea and sugarcane are also good. The average price of common rice has fallen by about 1 per cent. Cattle disease is prevalent in six districts.

Bengal.—There were light showers of rain in Lower Bengal and in the Bhagalpur district. In the rest of the Province there was practically no rain. Harvesting of autumn crops is approaching completion. Preparation of lands for spring crops continues. Sowings of oilseeds and pulses have commenced in Midnapore, Nadia, Puri, Sambalpur, Palamau and Manbhum. Winter paddy and sugarcane are doing well. More rain is wanted for winter paddy on high lands in Saran, Angul and Puri. Some damage has been done to *kulthi* by excessive rain in Purnea and to winter paddy by insect pests in Balasore and Sambalpur. The price of common rice has risen in Jessore, Gaya, Monghyr, Ranchi and Palamau and has fallen in Burdwan, Birbhum, Bankura, the 24-Parganas, Patna, Saran and Balasore. Cattle disease is reported from several districts. The fodder and water supply is sufficient throughout the Province.

United Provinces.—The week was practically rainless except for local showers. Harvesting of autumn crops, sowing of gram and preparation of fields for spring sowings continue. The condition of standing crops is good but rain is needed for late rice in Bahraich, Farrukhabad, Unao, Sultanpur, Azamgarh, Ballia and Ghazipur. *Juar* has been damaged slightly by insects and high winds in several districts. Agricultural stock are generally in good condition. Cattle disease continues in twenty-two districts. Markets are well stocked. Prices have fallen in eleven districts. Elsewhere, prices are practically stationary except in Farrukhabad where the price of wheat has risen.

Punjab.—No rain fell during the week. The condition of crops is generally good to average except in parts of the Mianwali district where crops are suffering for want of rain. Autumn crops, such as bulrush millet, great millet, maize, rice, etc., are being harvested. Cotton is being picked in some districts. Crops are being damaged by insects in Lahore and Shahpur and by rats in Ferozepore, Lahore and Sialkot. Strong westerly winds have damaged pulses and great millet in parts of Gurgaon and locusts are damaging crops in parts of Mianwali. Ploughing for, and sowings of, spring crops continue. Prices are generally unchanged. Wheat has risen slightly in Rohtak, Ferozepore and Shahpur and has fallen in Ambala, Ludhiana, Amritsar and Mianwali. Cattle are in good condition. Fodder is sufficient except in parts of Mianwali. Complaints of a short water supply still continue to be received from the Samundri tahsil of the Lyallpur district.

North-West Frontier Province.—No rain fell during the week. Rain is wanted in the Peshawar and Dera Ismail Khan districts. The condition of standing crops is generally average throughout the Province except in Dera Ismail Khan where it is reported poor. The outturn of fruits and vegetables is average in the Peshawar tahsil. *Bajra* and *juar* crops in the Dera Ismail Khan district have been damaged by insects. In the Bannu tahsil, sugarcane is also reported to have been attacked by insects. Sowings of spring crops are in progress. The water supply and fodder are sufficient except in the Shigga circle of the Marwat tahsil in the Bannu district. There has been no irrigation from the Paharpur canal in the Dera Ismail Khan district. The condition of cattle is generally good except that disease is prevalent in three villages. The public health is generally good throughout the Province except that malarial fever is prevailing in the Peshawar district. Prices, except those of wheat and barley, show a slight tendency to fall. Prices:—wheat 11 to 12½; gram 14 to 17; maize 13½ to 17½; *bajra* 14½ to 17½; and barley 20½ seers per rupee.

Jammu.—No rain fell during the week. Prices are fluctuating. Wheat sells from $11\frac{1}{2}$ to 19 and maize from 13 to 24 seers per rupee. The condition of standing crops is fair. Cattle disease of mild type prevails in three tahsils of the Province. Fodder is sufficient.

Kashmir.—The weather was bright. No rain fell during the week. Inundation water has decreased. Autumn crops have been damaged on account of the last flood. The condition of the remaining crops is average. There is no disease among cattle. The condition of fodder is average. Prices are unchanged.

Rajputana.—Showers of rain were received in places. Standing crops and prospects are good. Harvesting of autumn crops and ploughing of land and sowing of spring crops are in progress. Damage has been done to crops in places in Mewar. Cattle disease prevails in parts of Mewar, Karauli and Jhalawar. Pasturage and fodder are ample. Prices are steady or falling throughout except in Dholpur.

Central India.—The rainfall was partial in Gwalior and Indore; and *nil* elsewhere. More rain is needed in parts of Indore. Sowing of spring crops has commenced in parts of Gwalior, Indore, Bhopal, Baghelkhand, Malwa and Bhopawar. Crops have been damaged slightly in parts of Bhopal and Bhopawar. Agricultural stock are satisfactory except for some cattle disease in parts of Indore, Baghelkhand, Bundelkhand and Bhopawar. Prices have fallen slightly in Malwa, are fluctuating in Indore and are stationary but high elsewhere.

Central Provinces.—No rain fell during the week. Harvesting of autumn crops and sowing of wheat, oilseeds and pulses are in progress all over the Provinces. Prospects at present are decidedly good but a shower would benefit the standing crops in Chhindwara, Chanda, Bhandara, Balaghat and especially in the districts of Chhattisgarh where some damage to rice is apprehended. The supply of fodder and water is adequate. Cattle are doing well. Wheat in Saugor and Mandla and gram in Damoh and Chanda rose by $\frac{1}{2}$ to $1\frac{1}{2}$ seers per rupee. *Juar* in Nimar, Wardha and Akola and rice in Bhandara and Bilaspur fell by $\frac{1}{2}$ to $1\frac{1}{2}$ seers per rupee. *Juar* fell by 5 seers in Bhandara.

Feudatory States.—During the week Sirguja, Jashpur and Korea had each about 1 inch of rain. More rain is required in Kawardha, Khairagarh and Bastar. Rice has suffered heavily in about 40 villages of Kawardha and to a less extent in Bastar; but the condition of standing crops is generally good. Harvesting of early rice continues elsewhere. Picking of cotton has begun in Sarangarh. Preparation of land for sowing of spring crops is in progress and sowings have started in Kawardha, Chhuikhdan, Raj-Nandgaon, Kanker and Sarangarh. Fodder and water are sufficient. *Kodon* in Khairagarh and rice in Sakti and Korea fell, and rice in Bastar rose, by 2 seers per rupee. Rice fell by 8 seers in Sarangarh.

Bombay.—The rainfall during the week was good in Kanara, Belgaum, Dharwar, Kathiawar and Kolhapur; moderate in Ahmednagar, Poona, Satara, Bijapur and Savantvadi; and slight in parts of Gujarat, the Konkan, Khandesh, Nasik, Sholapur and Baroda. The rainfall is generally sufficient but more is needed in parts of Karachi, Kaira, Ratnagiri, Kanara, Poona, Satara and Dharwar. Standing crops are suffering from insufficient moisture in the Upper Sind Frontier and Poona. They have been damaged slightly by rats in Karachi and Hyderabad; by insects in Larkana, Hyderabad, Nasik, Ahmednagar, Poona, the Karnatak and Kolhapur; and are generally good elsewhere. The autumn harvest is progressing generally. Lands are being prepared for spring crops in parts of Sind, Gujarat, Khandesh, Poona, Palanpur and Mahi Kantha. Sowing of spring crops is general. The fodder supply is generally adequate. Agricultural stock are sufficient except in parts of the Deccan and are generally in good condition. Drinking water is generally adequate. Irrigation water is deficient in the Upper Sind Frontier and Nasik. Grain stocks are sufficient. Prices have fallen in Hyderabad, the Panch Mahals, Thana, East Khandesh and Belgaum; have risen in Karachi, Kanara and Bijapur; and are stationary elsewhere. The quantity purchasable per rupee is in Sind 3 to 35 per cent; in Gujarat 7 to 24 per cent; in the Konkan 2 to 32 per cent; and in the Karnatak 6 to 24 per cent less than the normal. In the Deccan the quantity purchasable per rupee ranges from normal to 13 per cent less.

Hyderabad.—The rainfall during the week was 16 cents. The rain was scanty. The fall was light to fair in the Maharatwadi districts; there was no rain in the Telingana tracts except Mahbubnagar. The highest fall was 1 inch 96 cents in the Vaijapur taluka of the Aurangabad district. The autumn crop is suffering for want of rain in parts of the Warangal and Karimnagar districts and also in some isolated tracts. Rain is urgently required. Crops are being harvested in most parts. Early rice sowings still continue and early rice is being weeded. The crop is generally fair to good but stands in need of more rain, especially in Warangal. Crops have been damaged by insects in parts of Medak and Nalgonda. Lands for spring crops are still under preparation and sowings still continue. More rain is required in the eastern districts. Cattle disease prevails in nine talukas. Prices:—wheat $6\frac{1}{2}$; coarse rice $7\frac{1}{2}$; and *juar* 15 seers per rupee. White *juar* is selling in Hyderabad City at 13 seers. Yellow *juar* is not available. The highest price in districts is 9 seers each in the Paloncha, Adilabad,

Chinnur and Rajura talukas and the lowest 30 seers each in the Owsa taluka of the Usmanabad district and the Nilanga taluka of the Bidar district.

Mysore.—The rainfall was good throughout the State. Prices of food grains are generally steady and markets are well supplied. Standing crops are in good condition. Prospects of the season are good. Cattle are generally healthy. Water and fodder are available.

Coorg.—The rainfall during the week was 4 inches 69 cents. Picking of cardamom continues. Prices of food grains are high. The public health is fair. Water and fodder for cattle are sufficient. Cattle disease prevails in parts.

Madras.—The rainfall during the week was *nil* in the Vizagapatam littoral, Godavari, Kistna, Chingleput and Madras; heavy in the Nilgiris; good in Salem, Coimbatore, Madura, Trichinopoly and Tinnevelly; and light to fair elsewhere. Irrigation supplies are sufficient except in parts of the Circars, the Deccan, Nellore and Coimbatore. Ploughing, sowing, weeding and transplanting are in progress in parts. Standing crops are fair to good but some in parts of Bellary and Tanjore need more rain and paddy in parts of Cuddapah is diseased. Harvests continue in parts with outturn mostly fair to normal. Pasture is sufficient except in parts of Coimbatore and Tinnevelly. Fodder is scanty in parts of Godavari, Kistna, Bellary and Cuddapah. The condition of cattle is generally good. The price of rice is stationary in ten districts and has fallen in thirteen. The prices of millets have fluctuated as follows:—*Ragi* is stationary in three districts; has fallen in fifteen; and has risen in three. *Cholam* is stationary in two districts; has fallen in eleven; and has risen in one. *Cumbu* is stationary in four districts and has fallen in eleven. The public health is generally good. Prospects are generally good. The condition of the labouring classes is good and employment is available. Grain stocks are generally sufficient.

R. W. CARLYLE,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

CIVIL VETERINARY ADMINISTRATION.

No. 2255—174-1.

Simla, the 13th October, 1909.

The following Proclamations issued by the Government of the East Africa Protectorate are published for general information :

FROCLAMATION.

THE DISEASES OF ANIMALS ORDINANCE, 1906.

In virtue of the powers conferred upon me by Section 6 of The Diseases of Animals Ordinance, 1906, I hereby prohibit until further notice the importation into the Protectorate of cattle from India or Mauritius.

NAIROBI ;

Dated this 15th day of June 1909.

F. J. JACKSON,

Acting Governor.

PROCLAMATION.

THE DISEASES OF ANIMALS ORDINANCE, 1906.

In virtue of the powers conferred upon me by Section 6 of The Diseases of Animals Ordinance, 1906. I hereby prohibit until further notice the importation into the Protectorate of camels from India or Mauritius.

NAIROBI ;

Dated the 28th day of July 1909.

F. J. JACKSON,

Acting Governor.

R. W. CARLYLE,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
HOME DEPARTMENT.

SANITARY.
PLAQUE.

Simla, the 14th October 1909.

The following preliminary statement of plague seizures and deaths reported in India, during the week ending the 9th October 1909, is published for general information:

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND	Northern	Bombay City	13	11
		Ahmedabad Town	5	...
		Ahmedabad District	27	19
		Kaira District	15	10
		Bulsar Port . . . . .	...	...
		Surat District	18	7
		Palanpur Agency	2	2
		Mahi Kantha Agency	4	...
		Bassein Port . . . . .	...	...
		Kalyan , , , , ,	...	...
		Thana , , , , ,	...	...
		Agashi , , , , ,	...	...
	Central	Bandra , , , , ,	...	...
		Thana District	2	2
		East Khandesh District	118	107
		Nasik District	1	1
		Poona City . . . . .	...	...
	Southern	Poona District	74	63
		Satara , , , , ,	457	279
		Alibag Port . . . . .	...	...
		Panvel Port	3	2
		Kolaba District	4	2
		Vengurla Port . . . . .	...	...
		Ratnagiri District . . . . .	...	...
		Belgaum , , , , ,	153	99
		Hubli Town . . . . .	...	...
		Dharwar District	45	27
	Sind	Kanara , , , , ,	...	...
		Bijapur District	137	98
Political Charges	Karachi	Karachi Town and Port	14	14
		Karachi District . . . . .	...	...
	Mandvi	Mandvi Port	10	9
		Cutch State . . . . .	...	...
	Veraval	Veraval Port . . . . .	...	...
		Porbandar Port	11	5
	Kathiawar	Kathiawar Agency	54	21
		Kolhapur and Southern Maratha Country	177	113
	Satara	Satara Agency	20	12
		Billimora Port . . . . .	...	...
	Baroda	Baroda State	95	64
		TOTAL	1,459	967

Presidency or Province.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.	Plague seizures.	Plague deaths.
MADRAS PRESIDENCY	...	Salem District	1	1
		Coimbatore Town	37	41
		Coimbatore District	108 (a)	76 (b)
		Ootacamund Town	2	2
		Nilgiris District	3 (c)	2
		Mangalore Port	13	7
		Calicut "	...	...
		Malabar District . . . . .	...	...
		North Arcot District . . . . .	...	...
		Chingleput "	...	...
		Cuddapah District . . . . .	...	...
		Trichinopoly District	1 (d)	1 (d)
		Anantapur District	1 (d)	1 (d)
		South Canara District	2 (d)	2 (d)
		Cochin State . . . . .	...	...
TOTAL			168	133
BENGAL	Patna	Calcutta	5	5
		Saran District . . . . .	...	...
		Shahabad "	10	6
		Dinapore . . . . .	...	...
		Patna City . . . . .	...	...
	Bhagalpur	Patna District	10	10
Monghyr District			65	48
TOTAL			90	69

(a) Eleven imported.

(b) Nine imported.

(c) One imported.

(d) Imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 16, 1909.

2149

Presidency or Provinces.	Division.	Districts, States, Towns of 50,000 or more inhabitants, and Ports.		
			Plague seizures.	Plague deaths.
UNITED PROVINCES	Meerut	Muzaffarnagar City . . . . .	...	...
		Aligarh City . . . . .	...	...
		Meerut District . . . . .	...	...
Agra	Agra	Etawah City . . . . .	...	...
		Etawah District	2	2
		Fatehgarh . . . . .	...	...
		Farrukhabad Town . . . . .	...	...
		Farrukhabad District . . . . .	...	...
		Mainpuri District	9	7
		Agra City	6	5
		Agra District	4	4
		Etah "	1	1
Benares	Bareilly	Bareilly District . . . . .	...	...
		Budaun District	3	1
		Moradabad District . . . . .	...	...
Allahabad	Allahabad	Allahabad District	3	3
		Cawnpur District	9	4
		Cawnpur City . . . . .	...	...
Gorakhpur	Benares	Ballia District	175	158
		Jaunpur City	—	...
		Jaunpur District	1	1
		Ghazipur "	5	6
Lucknow	Gorakhpur	Azamgarh City . . . . .	...	...
		Azamgarh District	72	65
		Gorakhpur City	1	1
		Gorakhpur District	20	19
Lucknow	Lucknow	Unao District	14	13
		Rae Bareli District . . . . .	...	...
		Gonda District	4	1

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
UNITED PROVINCES	Fyzabad	Bara Banki Town . . . . . . . . . .	...	...
		Bara Banki District . . . . . . . . . .	...	...
	Delhi		TOTAL	332 292
		Gurgaon District	65	63
		Hissar "	85	78
		Rohtak "	10	4
		Karnal "	14	14
	Jullundur	Ambala "	1	
		Ludhiana "	4	4
PUNJAB	Lahore	Hoshiarpur District . . . . . . . . . .	...	...
		Ferozepur "	6	5
	Rawalpindi	Lahore District . . . . . . . . . .	...	...
		Gurdaspur "	1	1
	Multan	Shahpur District	1	1
		Lyalpur District . . . . . . . . . .	...	...
	...	Patiala State	62	57
		Jind State	18	10
	BURMA		TOTAL	267 288
	Pegu	Rangoon Town	3	2
		Hanthawaddy District . . . . . . . . . .	...	...
		Pegu " . . . . . . . . . .	...	...
		Tharrawaddy "	5	4
	Irrawaddy	Prome "	3	3
		Maubin District . . . . . . . . . .	...	...
		Bassein " . . . . . . . . . .	...	...
		Henzada "	1	1
		Pyapon " . . . . . . . . . .	...	...
	Tenasserim	Myanngmya " . . . . . . . . . .	...	...
		Toungoo District . . . . . . . . . .	...	...
		Thaton " . . . . . . . . . .	...	...
		Moulmein Town . . . . . . . . . .	...	...
	Magwe	Amherst (Moulmein) District . . . . . . . . . .	...	...
		Thayetmyo District	1	1

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 16, 1909. 2151

Presidency or Province.	Division.	Districts, States and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
BURMA	Mandalay	Mandalay Town . . . . .	...	...
		Maymyo Town . . . . .	...	...
		Mandalay District	5	5
		Bhamo " . . . . .	...	...
		Katha " . . . . .	...	...
	Sagaing	Lower Chindwin District . . . . .	...	...
		Myingyan District . . . . .	...	...
		Meiktila District . . . . .	...	...
		Yamethin District . . . . .	...	...
		TOTAL	18	16
CENTRAL PROVINCES (INCLUDING BERAR)	Nagpur	Nagpur City	1,158	1,107
		Kamptee Town	3 (f)	3 (f)
		Nagpur District	112	119
		Wardha Town	16 (d)	8 (e)
		Wardha District	13 (c)	8 (c)
		Chanda Town	1 (f)	1 (f)
		Chanda District . . . . .	...	...
		Bhandara Town . . . . .	...	...
		Bhandara District	66 (a)	58 (b)
		Balaghat Town . . . . .	...	...
		Balaghat District . . . . .	...	...
	Jubbulpore	Jubbulpore District	2 (f)	1 (f)
		Mandla Town . . . . .	...	...
	Berbudda	Nimar District	1 (f)	1 (f)
		Hoshangabad District . . . . .	...	...
		Nursingpur District . . . . .	...	...
		Betul " . . . . .	...	...
	Chhattisgarh	Bilaspur District	1 (f)	...
		Raipur District . . . . .	...	...

(a) Eight imported.
(d) Six imported

(b) Seven imported.
(e) Two imported.

(c) Five imported.
(f) Imported.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL PROVINCES (INCLUDING HENGAL)	Berar	Akola Town . . . . .	...	...
		Akola District	76 (a)	58 (b)
		Buldana District	114 (c)	73 (b)
		Yeotmal District . . . . .	...	...
		Amraoti Town	8 (e)	2 (e)
		Amraoti District	80 (a)	55 (a)
	MYSORE STATE	TOTAL		
		Bangalore Civil and Military Station	21	17
		Bangalore City	1	1
		Bangalore District	26	14
		Mysore City	149	96
		Mysore District	50	29
		Hassan "	1	1
		Kadur "	23	18
		Kolar "	1	1
		Kolar Gold Fields . . . . .	...	...
HYDERABAD STATE	Raichur District	Tumkur District . . . . .	...	...
		Shimoga "	10	12
	... Raichur District	Chitaldroog "	...	...
TOTAL			282	189
TOTAL			9 (f)	8 (f)
TOTAL			9	8

(a) Two imported.
(e) Imported.(b) One imported.
(f) Figures for the period from 27th September to 3rd October 1909.

(c) Three imported.

SUPPLEMENT TO THE GAZETTE OF INDIA, OCTOBER 16, 1909.

2153

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
CENTRAL INDIA	Indore City	...	...	...
	Indore State	...	492	359
	Indore Residency	...	14	9
	Ujjain City	...	...	...
	Malwa Agency	...	16 (a)	9 (a)
	Mhow Cantonment	...	15 (a)	9 (a)
	Dewas Town	...	...	...
	Dewas State	...	...	...
	Guaranteed Holdings in Malwa Agency	...	...	...
	Piploda State	...	...	...
	Jaora Town	...	...	...
	Jaora State	...	17 (a)	8 (a)
TOTAL			554	393
RAJPUTANA AND AJMER-MERWARA	Mewar State	...	40	10
	Partabgarh State	...	...	...
	Chitor (Udaipur) State	...	...	...
	Tonk State	...	...	(b)
	Marwar State (Jodhpur)	...	5	2
	Jaipur City	...	...	...
	Jaipur State	73	57	
	Kishangarh Town	...	...	...
	Bikaner State	...	...	...
	Jhalawar "	...	...	...
	Kotah	...	...	...

(a) Figures for the week ending 2nd October 1909.

(b) Figures for the week ending 8th October 1909.

Presidency or Province.	Division.	Districts, States, and Towns of 50,000 or more inhabitants.	Plague seizures.	Plague deaths.
RAJPUTANA AND AJMER-MERWARA	Sirohi State . . . . .	...	...	...
	Shahpura , . . . . .	...	...	...
	Dholpur " . . . . .	...	...	...
	Alwar City . . . . .	...	...	...
	Alwar State	5	2	
	Beawar . . . . .	...	...	...
	Karauli State . . . . .	...	...	...
	Banswara Town . . . . .	... (a)	... (a)	... (a)
	Banswara State . . . . .	...	...	...
	Bharatpur ,	4	1	
	Ajmer City	251	248	
	Ajmer District . . . . .	...	...	...
NORTH-WEST FRONTIER PROVINCE	Deoli . . . . .	...	...	...
	Abu Road . . . . .	...	...	...
KASHMIR	Ajmer-Merwara District . . . . .	...	...	...
	Nowshera Cantonment . . . . .	...	...	...
BALUCHISTAN	Jammu District	6	4	
	Mirpur " . . . . .	...	...	...
	Kathua " . . . . .	...	...	...
	Sonmiani . . . . .	...	...	...
	Hirok . . . . .	...	...	...
	Sibi . . . . .	...	...	...
	Fort Sandeman . . . . .	...	...	...
	Las Bela State . . . . .	...	...	...
	TOTAL	6	4	
	GRAND TOTAL	5,209	4,123	

(a) Figures for the week ending 8th October 1909.

H. A. STUART,
Secretary to the Government of India.

No. 7753—7773-209.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

TELEGRAPHS.

Simla, the 14th October 1909.

RESOLUTION.

Read—

The Administration Report of the Indian Telegraph Department for the year 1908-09.

ORDERED that copies of the Report be forwarded to His Majesty's Secretary of State for India, the Home and Finance Departments, the Accountant-General, Public Works Department, all Local Governments and Administrations, and the Government of Ceylon, for information.

Ordered, also, that the Report be published in the Supplement to the *Gazette of India*.

B. ROBERTSON,

Secretary to the Government of India.

ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR
1908-09.

GENERAL REPORT.

Statistical information relating to the growth of the Department from its commencement up to date is given in a convenient form in Appendix E.

2. The capital account at the close of the year amounted to Rs. 10,64,50,790, General Capital account App. B. the expenditure on that head in 1908-09 being Rs. 35,95,067, which includes Rs. 6,67,974, the outlay in the Public Works Department on telegraph buildings.

3. The revenue earned having been Rs. 1,33,53,051, and the working expenses Rs. 1,17,45,330, the surplus amounts to Rs. 16,07,721, representing a return on capital outlay of 1.51 per cent.

4. As compared with the previous year, the working expenses have increased by Rs. 4,59,162 as follows:—

	Increase.	Decrease.
	Rs.	Rs.
General Charges	...	...
Line Maintenance	...	21,857
Signalling	...	5,06,671
Total	5,28,528	69,366
Net increase	4,59,162	

The decrease under general charges is due to less expenditure on stationery and printing and in regard to the capitalized value of pensions. The increase under line maintenance represents the normal increase in the cost of maintenance establishment due to the expansion of the Department. The increase under signalling is due to the increased expenditure on account of the reorganisation of the signalling establishment and to an improvement in the pay of Postal Telegraphists employed in Combined offices. There has been an increase in the capitalized value of pensions under signalling and a decrease under that head under line maintenance.

5. The receipts from all sources amounted to Rs. 1,33,53,051 as compared with Rs. 1,33,57,574 in the previous year, the decrease being made up as follows :—

	Increase.	Decrease.
	Rs.	Rs.
Message revenue	...	2,83,283
Rent of wires and instruments leased to Railways and Canals	1,22,667	...
Rent of Local and Private lines and recoveries from guarantors.	1,34,311	...
Miscellaneous	21,782	...
Total	<u>2,78,760</u>	<u>2,83,283</u>
Net decrease	...	4,523

The decrease in the message receipts is made up of Rs. 63,803 under inland state, Rs. 22,757 under foreign, sent and received; and Rs. 1,96,723 under foreign transit. The latter decrease is almost certainly due to the diversion of Far East traffic over the newly opened cable Batavia-Cocos.

6. Appendix F and the diagram of curves immediately following it show by figures and by curves, respectively, the variations that have occurred during the last 17 years in the number of paid telegrams and in the working expenses per paid telegram under the heads "Line maintenance" and "Signalling." Details of Departmental expenditure under those heads for the past five years are given in Appendix B, but, in calculating the expenses per telegram for the purposes of this diagram, all charges not properly debitible to Departmental traffic, such as those for Railway and Private offices, have been excluded.

During the four years ending 1907-08 the curve denoting the number of paid telegrams has shewn a very decided upward tendency which is not so marked in the year under review, and is evidently the result of the general depression in trade.

The average value of a telegram, calculated on all classes of telegrams, continues to fall. The new inland tariff which affects inland traffic only had not been long enough in force to gauge what effect it will have on this value.

The total working expenses per telegram is slightly in excess and is due to the increase in expenditure under the head "Signalling" as a result of the improvement in the pay of the Signalling Establishment following on the reorganisation of that branch of the service.

Telegraph offices. **Appendices B and E.** 7. On the 31st March 1909, there were 8,598 telegraph offices of all kinds in India and Burma, of which 6,973 were open for paid telegrams and 1,625 for purely administrative purposes. Of the former 280 were departmental, 2,378 combined, 4,304 railway and 11 canal offices as compared with 6,784 in the previous year made up of 279 departmental, 2,265 combined, 4,229 railway and 11 canal offices. This Department technically supervised 3,807 railway and canal offices, of which 2,393 were open to the public for paid message traffic. There were also 2,133 telegraph offices controlled and supervised by railway companies, of which 1,922 were open to the public.

Extensions. **Paragraphs 68-73.** **Appendices A and E.** 8. The system maintained by the Telegraph Department was augmented during the year by a net increase of 1,125 miles of line and 8,651 miles of wire, including cable, and at its close comprised 70,065 miles of line and 280,595 miles of wire and cable. Of the latter 86,649 miles were used by railways, 6,800 miles by canals, 11,666 miles were worked in connection with telephone exchanges and private lines, and 175,480 miles were for departmental purposes.

Telephones—Departmental. 9. The subscriptions to the Telegraph Department for telephone and similar services rendered during the calendar year 1908 amounted to Rs. 4,06,946, being an increase of Rs. 81,240 over the figures of the previous year. The average annual subscriptions for the past five years amounted to Rs. 2,87,314.

Companies. 10. The gross earnings of the Telephone Companies during the calendar year 1908 amounted to Rs. 8,04,571, being an advance of Rs. 1,12,215 over those of the previous year. The largest increase recorded is in that of the Bengal Telephone Company, Calcutta, which amounted to Rs. 70,346. The average annual collective earnings of the Companies during the past five years were Rs. 6,47,161.

EVENTS OF INTEREST.

11. The disaffection amongst the Signalling Staff alluded to in paragraph 15 of last year's report, continued to express itself during the first days of April in the form of slow working and, when punitive measures were resorted to, it culminated in a partial strike of the operators which lasted from the 8th to the 18th idem. The offices chiefly affected were Rangoon, Calcutta, Bombay and Mandalay, and in a lesser degree Agra, Karachi, Akyab and Bankipore, together with a few of the smaller offices in Burma. On the 18th an order was issued permitting all strikers and suspended men to return to duty on expressing regret for their recent action and promising loyal service in future; thereupon the men came in as fast as they could be admitted and by the 21st nearly all had returned to duty.

The dislocation to traffic was of course considerable, but thanks to the prompt and efficient co-operation of the Postal Department, whose Signallers were quickly drafted into the disaffected offices, the Department was in a position to deal with all classes of traffic at Calcutta by the 12th, at Bombay by the 13th, and at Rangoon by the 15th idem.

I take this opportunity of expressing my appreciation of the loyal endeavours made by some of the senior members of the Staff to keep the men within bounds at this crisis. It was doubtless due, in no small degree, to their co-operation with the officers of the Department that the strike was only partial. Of all who, in spite of incitements to disorder, remained steady and loyal, the warm approval and appreciation of the Administration may fitly be recorded here.

12. The quinquennial International Telegraph Conference of the various Telegraph Administrations and Cable Companies who work under the International Telegraph Convention, was held at Lisbon on the 4th of May 1908. The Indian Delegates were H. A. Kirk, Esq., C.I.E., Director in Chief of the Indo-European Telegraph Department, and F. E. Dempster, Esq., C.I.E., Deputy Director General of the Indian Telegraph Department.

The revisions of the International Service Regulations passed at this Conference take effect from the 1st of July 1909.

13. Field telegraph operations were carried out in conjunction with a Military Expeditionary Force sent into the Mohmand territory early in the year, the operations of which lasted approximately from the 20th of April to the 5th of June and necessitated the erection of 44 miles of new lines, 17 miles of extra wire on existing supports, and the opening and closing of 17 field offices.

TRAFFIC.

14. The number and value of telegrams of each class are given in Appendix E. Amount and value of traffic.

15. The total paid traffic (excluding news-free and concessional telegrams) when compared with the previous year shows an increase of 256,855 or 2·01 per cent in number and a decrease of Rs. 2,93,500 or 2·92 per cent in value. The decrease in value is due to the decrease of Foreign traffic explained in paragraphs 18 and 19 and to other causes explained in paragraphs 16 and 17.

16. Inland Private traffic (excluding press) for the whole year shows an increase of 253,376, i.e., 2·42 per cent in number, and Rs. 42,916, i.e., 73 per cent in value. During the previous five years the normal increase in numbers has been 13 per cent and in value, 7 per cent. The increase therefore is much less than normal and may be attributed to the depression in trade that has been general throughout the year.

There has been a steady fall in the average value of an inland private telegram for many years. This value for the year 1907-08 was Rs. '558 and the fall still continues. The new inland tariff was introduced on the 1st of January 1909. For the period April to December 1908 the average value of an inland private message was Rs. '547. For the remaining period during which the new tariff was in operation, the value was Rs. '555, which would seem to show that the new tariff will lead to an increase in the value. To what extent this is the case cannot be determined at present.

17. In Inland State telegrams there has been an increase of 7,790 or 0·80 per cent in number and a decrease of Rs. 63,803 or 3·83 per cent in value. The decrease in value as against the increase in number is due to the more extended use made of the lower class of telegrams by senders, as will be seen from the comparative table given in paragraph 54, and to the reduced rate of the higher class.

Foreign Private.

18. Foreign Private telegrams (including Press and Foreign transit traffic) show a decrease of 74,348 or 6·05 per cent in number, with a decrease of Rs. 2,48,740 or 11·11 per cent in the Indian share of their value. The decrease in number and value is due to the opening of the Batavia-Cocos Cable from the 13th April enabling traffic between Africa and the Far East being exchanged direct instead of *via* India. The decrease in value is further due to the reduced rates between India and Africa which took effect from the same date and which is referred to in paragraph 5.

The revenue from Foreign State telegrams transiting India is included under Foreign Private.

Foreign State.

19. Foreign State telegrams decreased by 541 or 3·30 per cent in number and Rs. 8,587 or 14·29 per cent. in value, from the same causes as those given in paragraph 18.

Inland Press.

20. There were 162,483 Inland Press telegrams, containing 49,179,213 words transmitted during the year, as against 64,056 telegrams, containing 25,715,694 words during the previous year, or an increase per cent of 153·65 in the number of telegrams and 91·24 in the number of words. The receipts from such telegrams increased by 0·04 per cent namely, from Rs. 1,77,597 in the previous year to Rs. 1,77,677 in 1908-09. The increase in number is due to a revised system of counting multiple telegrams, by which the number of telegrams and the words contained in them are computed according to the number of copies delivered and not according to the number of telegraphic transmissions as formerly.

Foreign Press.

21. The Foreign Press traffic amounted to 8,315 telegrams, containing 737,364 words as compared with 7,408 telegrams and 644,629 words during the previous year, or an increase per cent of 12·24 in the number of telegrams and 14·35 in the number of words, respectively. The Indian share of their value was Rs. 46,625 as against Rs. 41,689, or an increase of 11·84 per cent. The figures under Foreign Press represent the number of Press telegrams to and from India, and the Indian share of their value, transit traffic to and from countries to the East and West of India being excluded.

TRAFFIC REFORMS.

22. At the time of issuing this report Mr. Newlands has finished his work in India and has left the country. The year under review was the period of his greatest activity in connection with the Traffic Reforms with which his name will always be associated, and this is therefore a fitting occasion for acknowledging his admirable services. His perfect acquaintance with, and zealous enthusiasm for, his subject, coupled with his genius for organising, made him invaluable as adviser and practical reformer. It is due chiefly to his indomitable energy that in little more than one strenuous year after his arrival, the Department finds itself in possession of a traffic organisation which will enable it to deal confidently with any future expansion of traffic that may develop. It took many years to accomplish in the British Post Office similar reforms about which I may say that many of them owed their origin to him. His services have justly won the approbation of Government and of the public press, and I now express on behalf of the Department our own grateful acknowledgments.

23. It is but fair to the Department to record at the same time that the rapidity of this achievement has been due not a little to the readiness with which all ranks set themselves to put the house in order under his guidance. The Department was fully aware of the need for Traffic Reforms and had recognised the excellence of the British Post Office model. It was therefore ready for action when Mr. Newlands arrived. My warmest acknowledgments are due to the officers and staff of the Department for the admirable spirit of co-operation in the reforms displayed by them during the period under review.

Retrospective.

24. In past times when the Deferred telegram was declared and recognised to be one which would be transmitted after business hours during the night and delivered next morning, the old methods of dealing with the traffic were sufficient for the purpose. Some 8 years ago under pressure of an increasing demand for a quicker service, the pace was improved and as many as 80 per cent of the messages were delivered before 9 P. M. of the day on which they had been handed in. Then in 1904 came the great expansion of traffic which followed the adoption of the 4-anna telegram. In the course of time it had to be recognised that the strain was too great for the old machinery and that entirely new methods must be adopted to afford a service which would satisfy 20th century require-

ments in India. The leisurely practices that had grown up inevitably round the Deferred telegram had to be swept away entirely, and a thorough re-organisation of the whole traffic system undertaken. As soon, therefore, as Mr. Newlands' services could be secured a minute and exhaustive examination of every detail of traffic procedure was commenced with the primary object of securing for every message the most rapid possible transmission compatible with accuracy. Forms, stamps, checks, procedure at the public counter and in the instrument room, delivery arrangements, the working hours of offices, the re-adjustment of staff, apparatus and wires to the hourly needs of traffic, the standard of work to be aimed at, the circulation of messages by the quickest route, all these came under revision and were treated with that object in view. The following paragraphs will give some idea of the many ways in which by simplification and method the journey of a message from the sender's hands to the addressee's has been expedited.

25. The Sent message form has been reduced to proportions which, while ample for over 90 per cent of the traffic, enable it to be handled more quickly both at the public counter and in the instrument room while the message is 'alive,' and also afterwards in the Accounts Branch as a 'dead' form. The receipt handed to the sender of a telegram which was formerly attached to the message form is now given on a separate form, whereby the delay of cutting it off the message form has been eliminated. The long telegraph stamps which were affixed half on the message form and half on the receipt and had to be carefully cut through have been abandoned in favour of postage stamps affixed entirely on the message form, and the long heavy date stamp has been replaced by a light circular stamp with which the postage stamps are more quickly obliterated. The preamble of the message form itself has been re-arranged with a view to reducing the entries to be made by the Counter Clerk to the minimum requisite number. Senders have been asked to co-operate in the quickening up by affixing the stamps themselves, preferably before the message is brought to the counter. The best results have followed these changes. Senders are no longer delayed inordinately at the counter and each Counter Clerk is able to deal with a much larger number of messages in a given time than formerly.

Behind the counter, checks and registers have been abolished so that a stamped message after receiving a number passes at once to the instrument room. There, by re-arrangement and simplification of procedure, much has been done to hasten its despatch on the wires. The message arriving from the counter is taken straight to the distributing clerk who directs it on to the proper instrument. He keeps no checks and merely distributes the messages. The instrument tables have been re-arranged so that the busiest instruments are nearest the distributing table. The tables themselves, and the chairs also, have been made of regulation height to enable the operator to handle his key comfortably. The instruments have been re-arranged on the tables in exact positions. All top hamper which might interfere with the supervisor's vision has been removed. Local numbers are no longer given to the telegrams or entered on check slips. Log books recording incidents of the day's traffic have been removed from the tables. The Telegraphist freed of all checks and log entries has, ordinarily, nothing to do but to key the message in its turn, enter time of despatch, initial it, file it and proceed to dispose similarly of the next message. Supervisors have been freed of clerical work and now devote themselves exclusively to control the traffic at the instruments. The forms for transmitting messages have been cut down and remodelled and these messages now pass from the instrument at which they are received to the distributing table and on to the proper instrument for their onward transmission without any checks being taken. The shortening of the preamble of a message has also helped much to hasten it to its destination, notably in the adoption of the code signal which gives the time of acceptance by two letters instead of by figures in full. The results of these changes have proved most gratifying. The figures of the 34 largest offices for January 1909 showed an average of 70 per cent Sent and Transit messages disposed of in 10 minutes, or less, as against 14 per cent in February 1908. Later figures from the Bombay office show 90 per cent thus quickly disposed of.

Much attention has been given to guiding the traffic by the most direct route so as to obviate unnecessary transmission, also to the even distribution of traffic on the wires when there are more than one between two stations.

The treatment of the message on arrival at the office of delivery has also been much smartened up. The form on which it is written down has been reduced to a more handy size, the same as the Sent message form. This enables the operation of folding and enclosing the form in its envelope to be performed more quickly. Gummed envelopes are now used in preference to the slower process of eyeletting them. The duty hours of the messengers have been regulated to prevent loitering. They take out fewer messages at a time. The time at which the message reached the office is noted on the addressee's copy so that he can complain if delivery has been delayed. The acknowledgment by the addressee of the receipt of the message is now taken on a much simplified form. Inspectors have been appointed at the larger offices to look after the delivery staff. The practice of delivering all telegrams from the central office in large towns has been modified and delivery is now effected largely from local offices of telegrams addressed to their respective areas. All these changes have effected a great improvement in delivery. Figures from the larger offices shew an average of 84 per cent of the messages sent out for delivery within 5 minutes in January last as against 36 per cent in January 1908.

Senders have been called upon to co-operate in expediting delivery by giving more ample addresses so that no time may be wasted in looking up directories or in attempting to find the addressee when the address is insufficient. The number of undelivered telegrams had steadily risen since 1904 when, with the adoption of the 4-anna telegram, the free transmission of addresses was abolished. Addresses became shorter and shorter, the messengers were detained on their delivery rounds thus creating general delay in the sending out of telegrams, and the Department was put to much extra trouble. For commercial and other purposes, abbreviated addresses, generally consisting of a single code word or name, are registered by the Department at a charge of Rs. 10 per annum, a very low charge compared with those of other Telegraph Administrations for the same convenience. Enquiry showed that a great number of firms had resorted to unduly shortened addresses without registering them and they were thus securing the same benefits as those who were paying the fee. For these reasons it became necessary to apply the rules governing the matter more strictly. Individual firms who had not registered were invited to do so, and the public were notified in February last that an address consisting only of the surname of the addressee and place of destination, without further indication of the identity of the addressee, would be considered as failing to satisfy the conditions laid down in the rules and no special effort would be made by this Department to effect delivery of a telegram so addressed. The stricter application of the rules has been much resented by firms and others and is still disputed. It is hoped, however, that a satisfactory understanding will soon be arrived at.

Press telegrams.

26. Special attention has been paid to the quickening of Press traffic.

The 'page' system has been introduced whereby every 75 words, approximately, are handled separately instead of 250 words as formerly. This enables a long message to be quickly punched and transcribed by several operators.

The full preamble is now given only with the first page of a message instead of being repeated with each part.

Accounts are no longer settled on bills prepared by the delivery office which necessitated official instructions in the preamble indicating the number of newspapers to whom the message was sent. Bills are now prepared in the Check Office on a memorandum made out by the office of origin.

The class prefix has been shortened.

The use of abbreviations of common English words by correspondents is now permitted and they are signalled as written.

As many pages as can be collected without causing delay are delivered in one cover, in envelopes numbered serially.

State telegrams.

27. Orders have been issued by the Government of India to restrict the number and length of State telegrams. All that are not sent on the 'Debit Note' system have to be stamped with 'On His Majesty's Service' stamps or paid for in cash.

28. Traffic between local offices and the Central office in large towns has been expedited by substituting transmission by wire for hand carriage by messengers on bicycles, and in some instances by increasing the number of wires connecting the local and Central offices.

Local offices.

29. Traffic instructions between two offices used to be given by conversations between Telegraph Masters on the wires, working being stopped meantime. Very brief service messages now serve the purpose.

Service telegrams.

Service messages of all sorts have been cut down in length. Lengthy general instructions from Head-quarters used to be telegraphed to every office in India on Saturdays but now a printed circular is issued fortnightly. These reforms have removed a great number of non-paying messages from the wires.

30. More points of transfer have been provided for Railway traffic whereby messages are exchanged more quickly between the Government and the Railway systems.

Transfer offices.

31. Simultaneously with these efforts to quicken up traffic, much has been done to improve the conditions under which the Staff work. The mere simplification of procedure has relieved the men of irksome clerical duties which divided their attention with the actual sending and receiving.

IMPROVEMENTS IN CONDITIONS OF SERVICE OF OFFICE STAFF.

32. They have also greatly benefited by the closing of many offices which used to be open all night and are now closed at 9, 10 and 11 P.M. The traffic is now disposed of chiefly in the day hours and the night duties in the larger offices which formerly kept the men out of bed one night in three, are now about 1 to 12 in proportion to the day duties.

Closing offices.

33. The duties have been adjusted in close conformity with the rise and fall of the day's traffic and also in a manner far more convenient to the men. Formerly the hours of duty of an operator changed every day and were of an unequal length. Since the 1st of April 1908, the staff have been placed on duties which are repeated daily for a complete week giving, roughly, 8 hours a day followed by 16 hours off duty, and 2 hours only on Sundays and chief holidays. Seven hours in the evening and six hours at night each count as a full term of duty. The introduction of this change was strongly opposed by the staff in its earliest stages and I may here express my acknowledgments to the Committee under Mr. Maxwell which arranged it in a manner satisfactory to all parties.

Re-adjustment of duties.

34. The Sunday work has been reduced to about one sixth of a week-day's work by shortening the open hours of offices. The Telegraph Committee, in paragraph 164 of their Report, advocated the closing of certain offices entirely and restricting the working hours of others, on Sundays and the four chief holidays, *viz.*, Christmas Day, New Year's Day, Good Friday and the King's Birthday. The Government of India ascertained that in the United Kingdom a considerable number of offices are open on Sundays, only for one hour, and the very great majority only for two hours, in the morning. A few are also open for one hour in the evening, and only the most important offices are open throughout the day. It is the recognised practice, moreover, to keep open only the chief office in the towns where there is more than one office. The Government of India were not prepared to adopt the English practice in its entirety, but nevertheless considered that the Sunday hours in Indian Telegraph offices ought to be reduced, and after consulting the principal Chambers of Commerce and other public bodies, decided, in their Department of Commerce and Industry Resolution No. 5927-5974-3, dated the 24th June 1908, to restrict the hours of working and traffic as follows :—

Reduction of Sunday work.

(1) In places where there is more than one office, all offices except the principal one will ordinarily be closed; but in the case of a few of the largest towns, one or two of the minor offices which serve outlying localities will also be open for short periods.

(2) First class offices will remain open from 0 hours to 0 hours as at present, except when the office is in a place where there is more than one office and it is not itself the principal office.

- (3) In places where there is only one office, and the office ordinarily observes second class hours, or in places where there is more than one office and the principal office observes second class hours, it will be open in all cases for two hours in the morning (8 to 10) and for two hours in the evening (16 to 18).
- (4) In places where there is only one office, the office if it ordinarily observes third class hours, will be open for one hour only in the morning (8 to 9) and for one hour in the evening (16 to 17).
- (5) Inland telegrams at the lowest rate at present known as Deferred, will not be accepted for transmission at any telegraph office on Sundays and the four chief holidays, *viz.*, Christmas Day, New Year's Day, Good Friday and the King's Birthday.

It was further resolved that any member of the public or Government official may procure the despatch of an Urgent telegram during the hours when an office is closed, if the terminal office is open or its attention can be gained, by the payment of extra or "late" fees. If both the offices of origin and destination are closed the extra fees shall be two rupees, or if one of them is closed one rupee. The fees to be paid to the telegraphists in the closed offices. This applies to week days as well as Sundays.

The classification of offices into 1st, 2nd and 3rd class has been abolished and the working hours of offices are now regulated more in accordance with traffic.

Since the adoption of two classes of telegrams, Ordinary and Express, in the place of the former three classes, Deferred, Ordinary and Urgent, which came into force on 1st January 1909, Express messages only can be accepted on Sundays. Overtime is now granted when, in rare cases, a man is required to work more than two hours on each Sunday. This reduction of work on Sundays and holidays has been a great boon to the men.

Meal reliefs.

35. Meal reliefs have been arranged on a more methodical basis and the men now know exactly when their time for meal relief is due.

Reorganisation of Signalling Establishment.

36. The pay and prospects of the staff have also been materially improved by the reorganisation of the Signalling Establishment which came into force on 1st July 1908. The old organisation had been framed when the Department was in its infancy and the conditions it imposed were archaic, while the scales of pay were recognised to be inadequate, and at the commencement of service insufficient to attract the better class of recruit.

The staff of the Signalling Establishment is divided into those recruited for General Service in any part of India and Burma, and those recruited for service in restricted areas, beyond the limits of which they are not liable to be transferred. The pay of the former is considerably higher than the latter. Each of these services was divided into four grades, Superior, Good, Average and a punitive grade called Indifferent, and there was a differing scale of pay for each grade. Appointments were made to the Average grade and a Signaller was transferred to the higher grades on the results of General Examinations held every five years. The percentages allowed in the grades were, Superior 10 per cent, Good 30 per cent, and Average 60 per cent. The subjects for the General examination were largely educational, and knowledge in technical and traffic matters was not given the prominence it merited. There were thus no less than eight differing scales of pay, all of which were incremental, the maximum in each case being reached after 15 years' service. This division into grades extended to Telegraph Masters as well as Telegraphists. Telegraph Masters were of three grades, the highest getting a fixed pay of Rs. 275 the two lower their grade pay as Signaller plus allowance of either Rs. 50 or 25.

Telegraph Masters could attain the rank of Traffic Sub-Assistant Superintendent, on a fixed salary of Rs. 350.

The pay of the Signaller's grades was, briefly, as summarised in the following table :—

	General Service.	Local Service.
	Rs.	Rs.
Superior Grade (10 per cent) from	60—195 ...	... 50—130
Good " (30 per cent) "	50—162 ...	... 42—108
Average " (60 per cent) "	40—130 ...	... 35—87
Indifferent " " "	30—100 ...	... 25—67

It was found as the Department increased that the system was cumbrous and inconvenient in the extreme, and that it gave rise to many anomalies ; while the Grade examination took up the entire time of a special officer for nine months, and was so large as to be practically unmanageable.

The Committee presided over by Sir Lewis Tupper examined the whole question very carefully and submitted a scheme for re-organising the Signalling Establishment, and in October 1908 the Government of India sanctioned a scheme which was brought into force with retrospective effect from 1st July 1908.

The distinction between the General and Local Service was maintained, the latter service being intended chiefly for natives, for whom the revised rate of pay was considered adequate, especially when the fact of their not being liable to transfer beyond limited areas is considered. It is intended to recruit Post Office Signallers for the Local Service to a considerable extent.

The grades in each service were abolished and an incremental scale of pay introduced rising by 8 annual increments of Rs. 5 a month and by 11 annual increments of Rs. 10 a month from Rs. 50 to Rs. 200 in the General Service ; and for the Local Service from Rs. 35 to Rs. 130 rising by 5 annual increments of Rs. 3 and 16 annual increments of Rs. 5 a month. In the General Service the maximum pay is reached in the 20th year of service and in the Local Service in the 22nd year.

A grade of Telegraph Masters was created on pay rising from Rs. 200 (the maximum pay of a Telegraphist) by annual increments of Rs. 10 to Rs. 250.

A grade of Deputy Superintendent was also created, divided into two classes. The Junior rising from Rs. 250 (the maximum pay of a Telegraph Master) by increments of Rs. 15 to Rs. 325; and the Senior rising from Rs. 325 by increments of Rs. 15 to Rs. 400. Eight Deputy Superintendents of the first or higher class, can rise from Rs. 400 by increments of Rs. 25 to Rs. 500.

It was at the same time decided that promotion should in future be governed more by selection, and that seniority should not be allowed to be so much the governing factor as it had been in the past. Following the procedure obtaining in the British Post Office it was decided to review the records of each Telegraphist on completion of his fifth year of service, and if he was considered a thoroughly good operator and had a satisfactory record, he would be considered to have earned a double increment, thus enabling him to reach the maximum pay in 19 years, if General Service, and 21 years, if Local Service. Each Telegraphist's record is again examined at the end of the fourteenth year (or at the end of the thirteenth year should he have earned the double increment alluded to in the previous sentence) in order to enable him to draw a rate of pay in excess of that which he enjoys. It has to be shewn that his ability as an operator is undoubted, that his record is satisfactory and that he has shewn in addition, proficiency in the apparatus with which he has to deal as well as interest in other technical matters. Further, before any Telegraphist can be promoted to the rank of Telegraph Master it is essential for him to pass an examination in Technical subjects.

It is, therefore, now open to any Telegraphist of good conduct and character, who is also a good operator, to rise to Rs. 200 in the General Service and to Rs. 130 in the Local Service, whereas under the old scale only 10 per cent could attain Rs. 195 and Rs. 130, only 30 per cent could reach

Rs. 162 or Rs. 108, while the remainder could not rise beyond Rs. 130 and Rs. 87 in the General and Local Service scales, respectively. The pay and prospects of the bulk of the establishment has, therefore, been very materially improved. There has also been a considerable improvement in the pay and prospects of Telegraph Masters and Sub-Assistant Superintendents. The former can now rise to Rs. 325 and the latter to Rs. 500.

The improvement has naturally not been so marked in the case of men who are in the Superior Grade, but they being higher up in the line of promotion will have early opportunities for showing their fitness for the better paid appointments.

The standard of outturn required from each Telegraphist was examined, and was raised to 140 messages in each turn of duty, and for every message disposed of in excess of 140, four pies is paid. Fast operators can now therefore earn a considerable increase to their pay on heavily worked lines, while the public benefits by the increased speed with which the messages are sent. So much time was taken up by the numerous checks and registers that were maintained that, before the present procedure was introduced, it was extremely difficult to fix a true standard of the number of messages that should be disposed of, and there is no doubt the standard of 80 messages then fixed was too low. One effect of this was that the Department was over strength, and has at present a larger staff than is really required. The ordinary increase of traffic which may be expected will in a few years, however, absorb this excess. The unnecessary elaboration of checks and registers now abolished, has enabled a considerable reduction to be made in the numbers of clerks employed.

Check Office fines abolished.

37. Fines formerly imposed by the Check Office for errors in signalling or receiving have been abolished. The disposal of these cases now rests with the Superintendents and are dealt with according to the seriousness of the case.

Overtime.

38. Overtime is now granted at the rate of $1\frac{1}{4}$ by day and $1\frac{1}{2}$ by night. Attendance registers are now kept more strictly to ensure punctuality and record the exact attendance of each operator.

Annual leave.

39. The re-arrangements have made it possible to meet all applications for annual leave without undue delay.

Free accommodation.

40. The area of free accommodation allowed to the staff in Departmental quarters has been increased.

41. The conditions of service now enjoyed by the staff compare not unfavourably with those of the British Post Office staff. The scale of pay for the General Service, supplemented by house and special locality allowances and pie money, bring the Telegraphist's emoluments well up to a par with the pay of the London Post Office clerk.

TRAFFIC REFORMS CONTINUED.

42. Returns and Statistical Records have been greatly reduced in number to the manifest advantage of all concerned. Three new Returns have been introduced which are of such importance as to warrant a short description here.

(i) *The Tablet Check.*—The messages dealt with on each instrument are recorded hourly under headings showing how much each message is delayed. The traffic officer is thus able to see what the traffic is at each hour of the day and to arrange the duties of the staff accordingly; also to observe if a wire is overloaded; and an account of undue delay to any message is required. Persistent attention to these returns has done wonders in establishing a quick service. This return is kept every 22nd day.

(ii) *Quarterly Return.*—The instrument room establishment and the traffic are noted hour by hour daily for a week. The total traffic divided by the total establishment is expected to result in the standard average working rate per operator. This has been provisionally fixed in India at 18 for the day and 14 for the night. In the United Kingdom the figures are Day 24, Night 18, but the longer wires in India and other conditions compel the fixing of a somewhat lower standard.